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**NEPTUNE'S  
WARRIOR**

Jose Brito's 1:72  
scale Dragon  
AAV-7A1 Diorama

Issue 40 - August 2009  
[www.modelmilitary.com](http://www.modelmilitary.com)

## JAGDPANZER '46

Fraser Gray offers a helpful guide  
for building resin kits



**JUNGLE  
FROG**

Tamiya's 1973 vintage  
Matilda upgraded



## QUEEN OF THE DESERT

The Editor teams up  
with Chris Wauchop to  
build and paint Tamiya's  
brand-new Infantry Tank  
Mark II, Matilda Mk.III/IV.

**PREVIEWS:** DRAGON PANZER IV ■ ITALERI BERGEANTHER ■  
TRUMPETER ASLAV ■ AFV CLUB 1:48 STURMTIGER ■ AND MORE...

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40



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### SS2042 - WWII Jeep In Action



Originally designed as a reconnaissance car, Jeeps plowed through the sands of North Africa, the snows of central Europe, pulled aircraft across flight decks and ferried the wounded through jungles. Jeeps were configured for radio gear, armed with weapons, and bore stretchers. Large numbers of Jeeps were also delivered to allied nations. This book takes a detailed look at these vehicles' service during World War II with more than 100 photographs, color profiles and detailed line drawings. 52 pages.

### SS5712 - M3 Medium Tank Lee (Lee & Grant) Walk Around



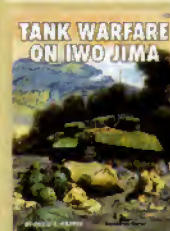
The M3 Medium Tank was designed as an answer to European battlefield conditions at the start of WWII. The solution was the M3's unconventional design, which features a 75mm main gun mounted in a sponson on the right, front of the hull. The British dubbed it 'General Grant' and named the US Army version 'General Lee.' This book takes a detailed look at the M3 Tank with more than 200 photographs, color profiles and detailed line drawings. 80 pages.

### SS2041 - M551 Sheridan Color in Action



The Sheridan was indeed a unique vehicle that served the US Army over 3 decades. While it was conceived as a light Armored Reconnaissance/Airborne Assault Vehicle that had both amphibious and airborne assault abilities, the casual observer, and most in the military, saw the M551 Sheridan as a tank. Illustrated with 91 color photos, 8 b/w photos, 7 color profiles, 3-view drawing, vehicle development illustrations, and 2 colorized camouflage patterns. By David Doyle. 60 pages.

### SS60969 - Tank Warfare on Iwo Jima



David Harper describes the US Marine Corps tanks used in the battle for Iwo Jima. The author spent five years interviewing veterans, studying After Action Reports and searching the National Archives, USMC Historical Center and several private collections for movie film and mostly original and often unpublished photos from the battle. A small section devoted to Japanese tanks is also included. 133 photos (many never before published), fourteen vehicle color plates, twelve colour movie stills and excerpts from official documents; 96 pages.

### SS5713 - Panzer 38(t) Walk Around



The Panzerkampfwagen 38 (tschechisch) Armoured Combat Vehicle 38 (Czech) was one of the most important tanks in the Wehrmacht arsenal in the first half of WWII. Originally produced near Prague as a light tank LT vz. 38 - Lehky Tank vzor 38. Rechristened as the German name Pz.Kpfw.38(t), the vehicle saw action in the Polish and French campaigns and took part in the invasion of the Soviet Union during the summer of 1941. Illustrated with over 300 photographs, color art, and profiles; 80 pages.

### SS5708 - V100 Commando Colour Walk Around



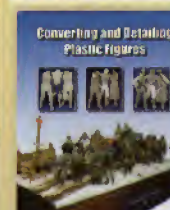
Cadillac Gage V-100 Commando Color Walk Around. The best-known American armored car of the post-WWII era, the Cadillac Gage Commando - a versatile, amphibious, 4x4 vehicle - still looks modern even though it made its debut in 1962. Although US military use of the Commando declined after the end of the Vietnam War, many Commandos were rebuilt and to this day, serve police forces and SWAT teams in Europe and the US. Illustrated with over 200 color photographs plus detailed line drawings; Doyle, 80 pages.

### SS5706 - M26 Pershing Color Walk Around



By early 1942, it was apparent that the Sherman tank was no match for its German adversaries. The basic design of the M26 - the designation the T26E3 had been given when it was classified 'standard' in March 1945 - was to form the basis of a long line of excellent tanks (M46, M47, M48 and M60) that would serve US armed forces for 40 years. Illustrated with 250 photographs, color profiles, and detailed line drawings. By David Doyle. 80 pages.

### SS6097 - Converting and Detailing Plastic Figures



Renowned miniaturist Bill Chilstrom shares his tips and techniques for bringing injection molded plastic figures to life. His award winning diorama 'In the Footsteps of the Grand Armée' is the focus of this book. Bill detailed and converted 28 figures, three horses, two wagons and a mule in the building of this diorama. Many step-by-step and in-progress photos accompany the informative text clearly illustrating what to do to really enhance stock plastic figures. All colour; 64 pages.

Shown here is a selection of some of the most popular titles, many more available

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## Contents - Issue 40 August 2009

Model  
**MILITARY**  
INTERNATIONAL

30



## REGULARS

### p4 NEWS

What's new in the world of military modelling.

### p46 BOOK REVIEWS

A look at the latest titles on our doorstep.

### p48 LETTERS

Model Military International's visitors have their say.

### p51 DIARY DATES

A listing of upcoming worldwide models shows and events.

### p52 1:48 SCALE

Luke Pitt explores 1:48 scale military models, figures and accessories.

### p54 SMALL SCALE

News and reviews in 1:76 and 1:72 scales.

### p58 INCOMING

MMI's thoughts on the latest kits and accessories.

### p60 FIGURES

A round up of the latest figures to hit the market.

### p66 LAST POST

The Editor considers 'old' kits and takes a walk down memory lane with his Centaur IV conversion.

## FEATURES

### p5 PREVIEW

Darren Thompson examines the ample contents of Dragon's latest 1:35 version of the Panzer IV - an upgraded Ausf. D.

### p6 THINK TANK

Paul Handel describes Australian Matilda Tank variants.

### p14 SOMETHING OLD - JUNGLE FROG PART ONE

The Editor upgrades Tamiya's 1973 vintage Matilda with conversion parts from MR Models and Firestorm.

### p20 SOMETHING NEW - QUEEN OF THE DESERT

The Editor teams up with Chris Wauchop to build and paint Tamiya's brand-new Infantry Tank Mark II, Matilda Mk.III/IV.

### p28 PREVIEW

Darren Thompson examines Italeri's upgraded 1:35 scale Bergepanther kit.

### p29 FROM THE FRONT LINE

Joel Russ in Afghanistan walks us several RG33 and MaxxPro MPVs (Mine Protected Vehicles).

### p30 JAGDPANZER '46

Fraser Gray presses on with his Accurate Armour 1:35 scale Jagdpanzer E10, employing some clever techniques along the way.

### p36 NEPTUNE'S WARRIOR

Jose Brito places Dragon's 1:72 scale US Marine Corps Amtrac in a suitably aquatic setting.

### p41 PREVIEW

AFV Club releases its second 1:35 scale Churchill kit - the battlefield support AVRE fitted with the big 290mm Petard mortar.

### p42 FULL SIZED REFERENCE

Glenn Bowen gets up and personal with some details of the Tank Museum's Churchill Mk.III AVRE.

### p44 PREVIEW

Trumpeter expands its LAV family with their latest variant - the ASLAV-25. Sam Dwyer takes a look in the box.

### p51 PREVIEW

AFV Club has added new parts to Skybow's Tiger I to deliver a 1:48 scale Sturmiger. Luke Pitt takes a look at the mid-scale model of this massive vehicle.

### p55 TECH GUIDE

Building a Display Case Part 2 by Luke Pitt

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## THE TANK MUSEUM EXPLORING THE TANK STORY

The Tank Story is a modern, state of the art exhibition at the Tank Museum, Bovington, that brings the story of the armoured vehicle and its crew to life; from the first tank to the very latest. 33 key vehicles from the history of armoured warfare, including Little Willy, the Tiger Tank and Challenger 2 have been displayed amongst cutting edge display materials in a vast new exhibition hall, which also houses the Museum's new shop, restaurant, entrance and other new visitor facilities. The exhibition draws on archive footage, photographs, veterans' accounts and supporting collection artefacts; many of which have never been on public display before. The soldier's story is told in his own words, and it is placed in context with the world events that gave rise to the invention and rapid development of the tank through the 20th Century and beyond. Tank Museum Director Richard Smith said, "The supporting collections and the veterans' stories create fascinating sub-stories that are both thought provoking and inspirational. The tanks themselves have been selected for their historical

significance, making The Tank Story exhibition hall one of the 'wonders of the world' in terms of military history". For those who would like a taste of fresh air, the Dorset Military Trail has also recently been launched. The whole of Dorset played a huge part in the D-Day invasion. As American troops and equipment poured into Britain after November 1943, Dorset became host to one of the D-Day assault divisions that would land on the Normandy beaches. The towns, villages and large houses were taken over or surrounded by units of the 1st US Infantry Division in camps. Around 34,000 men and 3,300 vehicles were based in Dorset and went to Omaha Beach when the invasion began. The Dorset Military Trail is new for 2009. It takes in 17 of the most significant military sites in Dorset, from The Tank Museum at Bovington down to the famous chalk cliffs and across to Weymouth and Dorchester and their historic forts. To download your copy of the complete Dorset Military Trail log on to The Tank Museum's website at: [www.tankmuseum.org](http://www.tankmuseum.org). Source - The Tank Museum



## VULCAN 1:35 ORDNANCE QF 2 POUNDER GUN

The Airbrush Company has announced that it will be the UK distributor for the new manufacturer of model kits, Vulcan of Hong Kong. Vulcan's first kit will be a 1:35 scale Ordnance QF 2 Pounder British Anti-Tank Gun, with several other releases planned for later this year. These will include figure sets. More detail, including pricing and a release date, should be available in the next issue.



## MMI - SAVING THE WORLD ONE MAGAZINE AT A TIME

Model Military International magazine, along with other ADH publications, is now printed on 100% recycled paper using de-inked pulp. The mill fully conforms with the requirements of both FSC and PEFC and carries the full accreditations for their environmental policies.



## THE MIGHTY ANTAR

Accurate Armour has released two further 1:35 scale kits in the Mighty ANTAR series: the original Mk-1 Ballasted tractor (K163) and a companion DYSON 50 Ton Drawbar trailer (K168). ModellFan Magazine from Germany has awarded a 'Modell des Jahres 2008' medal for Accurate Armour's Mighty Antar Mk-2 (K164) and 50 Ton TASKER 50 Ton semi-trailer kit (K169) combination.

## REDISCOVERED A MONSTER OF THE PAST

She was a big beast by any standard - but then she had a big job to do. And although technically extinct, the memory of the US Army Sterling T26 8 x 8 12-ton heavy truck lives on, through a book researched and written by Tony Gibbs called "Sterling T26 Rediscovered". Tony will be signing copies of this limited edition work at the War and Peace Show from 22 to 26 July at The Hop Farm, Paddock Wood, Kent. He is also working on a model of this

historic military vehicle.

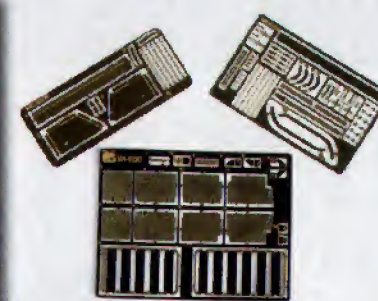
"The T26 was designed to take over from the M26 Dragon Wagon, at a time when the Americans were building super-heavy tanks, capable of taking on the German Tigers," said Tony, an industrial designer before he retired 10 years ago. "Powerful though the M26 was, it was just not up to lugging the 70-ton T29 tank nor the turretless T-28, which weighed in at no



less than 95 tons." Tony's book is a tribute to the brilliant designer Lieutenant Steve Hodges, who led the T26 design project. Family tickets to the War and Peace Show can be ordered at a discount from [www.thehopfarm.co.uk](http://www.thehopfarm.co.uk) or [www.thewarandpeaceshow.com](http://www.thewarandpeaceshow.com)

## FIREFLY BOOKS UNDER THE GUN: PANZERS IN THE BOGAGE

Firefly Books' debut publication, "Under the Gun: Panzers in the Bodge" by Karl Berne, has just been released. More titles are on the drawing board, including books on the M4A2 tank, the British 77th Armoured Division, Germany's War on Three Fronts and more. Firefly Books are available from the Aviation Book Centre and Fighting 48th in the UK, MS Models in Japan and Dragon USA in the USA.



Three photo-etched frets are included.

## RECONDITIONED PANZER

Germany continued to up-gun and up-armour it's ageing but excellent Panzer IV tanks throughout the course of the Second World War.

The Panzer IV Ausf. D was given a mid-war overhaul utilizing the long-barrelled Kw.K. 40 L/43 gun, bolted-on hull armour and adding turret side-skirts, bringing it into line with the latest new-build Panzer IVs.

As is Dragon's way, they too have built upon and updated earlier versions of their Panzer IV kits, this time delivering a somewhat unusual and relatively rare example.

The lower hull is provided with the bolted, appliqué side armour and return roller mounts moulded in place. A wealth of rivet and hatch detail is present on the belly of the hull.

The suspension mounts hail from the Dragon's earlier Panzer IV versions, whilst the road-wheels, drive sprockets, idlers and return rollers are sprues from the later Ausf. G kits, donating the wider road wheels with late style hubcaps.

The 40cm type tracks are individual 'Magic Track' links, bagged separately with minimal clean-up required and handed left and right, just like the real thing. The separate final drives offer

a good degree of internal detail, should you wish to show these removed.

The upper hull is built up from individual panels with appliqué and 'Vorpanzer' armour, this time provided separately. All the vision blocks are, as usual, provided in clear styrene and positionable. The OVM tools, whilst having the brackets moulded in place, really do show a great deal of finesse.

The one-piece fenders offer complete detail on upper and lower surfaces, including the non-slip tread-plate. The separate front and rear mud flaps may be positioned as desired.

Internally, there's a complete radio operator's MG-34 and driver's binocular vision sight, providing a degree of detail that may be seen through the positionable forward hatches.

All engine deck hatches are also separate parts. Both regular and tropical covers are provided, as well as internal air intake fans and drives.

The turret is a new moulding of the old Ausf. D style shell, with the forward ventilation hatch and signal ports covered by a welded plate. Screw-head and weld detail is beautifully done, as is the multi-part commander's cupola, which is assembled from no less than 25 separate parts. It includes clear vision blocks, positionable

Darren Thompson examines the ample contents of Dragon's latest 1:35 version of the Panzer IV - an upgraded Ausf. D.

armoured vision port covers and hatch lids.

The turret 'schürzen' and its respective brackets are very finely reproduced and I should imagine are as close to scale thickness as plastic moulding would allow, with again excellent bolt and screw detail. The forward plates are asymmetrical, with the left-hand side protruding further forward than the right, a detail that is based on the surviving example at the Tank Museum, Bovington. The side access doors are also separate, allowing you to position them open or closed.

Internally, the turret is very busy. A full sliding breechblock and co-axial MG-34 feature on the back of the mantlet, while the detailed turret floor and traverse mechanism is suspended from the lower turret race. All the hatches also feature internal detailing, forming the ideal starting point for those wanting to take the detailing further.

Markings are provided for three vehicles. Two of these, a 26.Pz.Div. example in Italy and an NSKK vehicle in Germany are in overall 'Dunkelgelb', while a three-colour example from an unidentified unit on the Eastern Front is also offered.

With Dragon taking their normal route of combining already existing sprues from other kits with a smattering of new ones, they have bought us another superb, if somewhat unusual, version of the Panzer IV.

As a bonus, with almost half of the 1000+ provided parts unused in this version, there are a good number of useful bits left over for the spares box!

Highly Recommended. ■

Thanks to:  
The Hobby Company Limited  
for the sample.



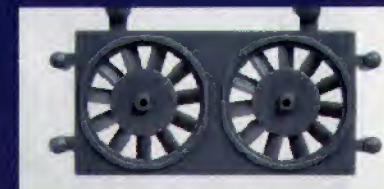
The multi-part cupola is beautifully done. This is just one part of 25 that makes up this assembly.



The turret 'schürzen' and its respective brackets are very finely reproduced.



Treadplate texture is moulded to the one-piece fenders.



Engine fan detail is offered below the deck.



This will be noticeable below the engine deck.



Dragon's "slide moulding" technology permits complex detail as seen on this muzzle brake.



Detail is crisply rendered throughout.



The forward plates are asymmetrical, based on the surviving example at the Tank Museum, Bovington.

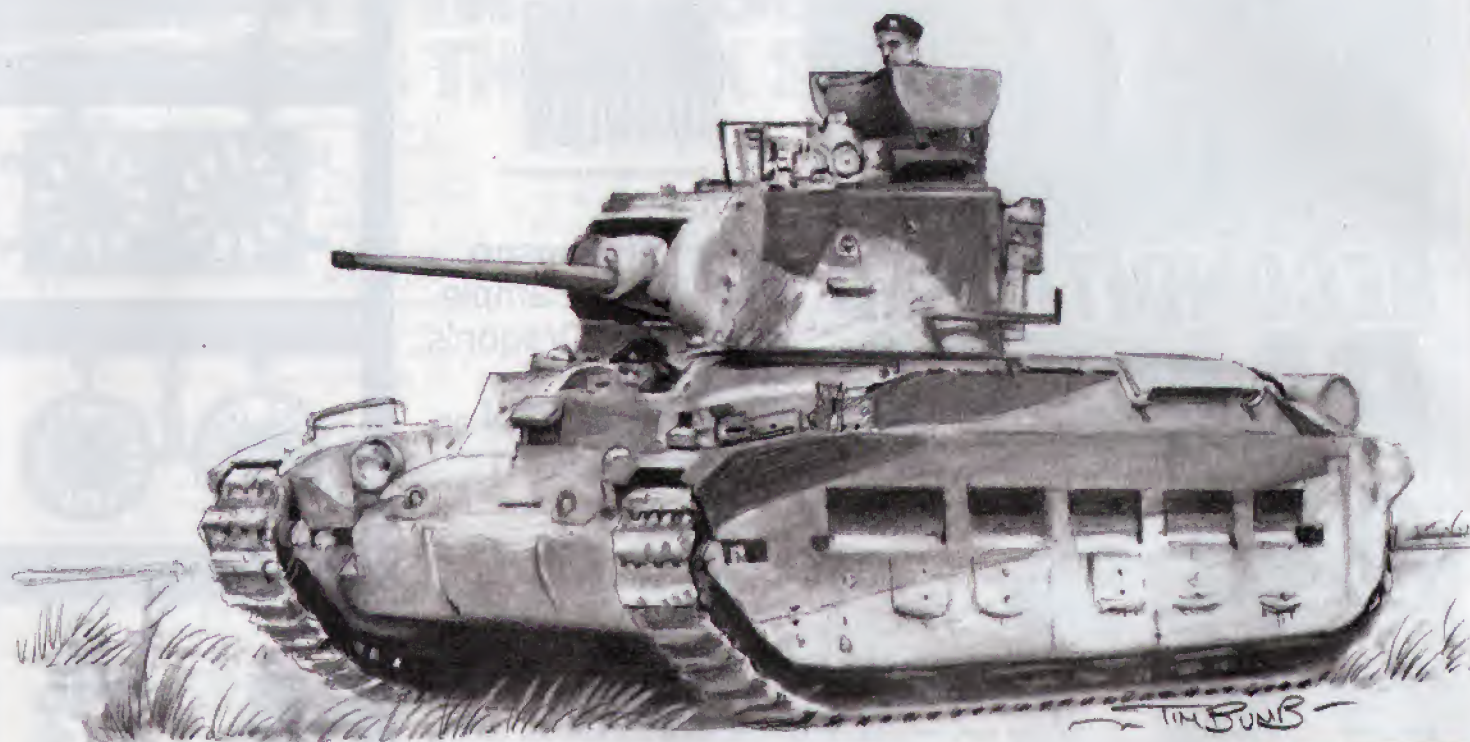


The upper hull is built up from individual panels.



Tiny details are very well done.





Matilda in Caunter Scheme.  
Artwork by Tim Bumb.

## MATILDA TANKS IN AUSTRALIA

By Paul Handel

The requirement for a tank to accompany and support infantry during their assault on defensive positions was tabled when the British Army started its reorganisation in the early 1930s. This resulted in the production of a prototype Infantry Tank, the A11, in 1936. The A11 mounted only a machine gun, but as the role of the infantry tank was to provide protection to the infantry from enemy tanks, the requirement to mount a 2 pounder anti-tank gun led to its successor, the A12. This tank was also known as Matilda.

Officially it was the Infantry Tank Mark II, Matilda, and it was eventually built in five marks. The Mark I mounted a Vickers .303 inch water-cooled

machine gun, but Marks II to V carried the 7.92mm Besa Machine gun. The turret was kept small by the designers in order to save weight and so its ring diameter was only 54 inches. This, coupled with

the narrow hull, prevented further up-gunning of the tank. A close support version mounting a 3 inch howitzer in lieu of the 2 pounder gun was also built.

Following trials in 1938, the tank was deemed satisfactory for service use, and an initial order to 140 was given to the Vulcan Foundry in Cheshire. One contractor was unlikely to be able to fulfil requirements, given the approaching hostilities, and so on the eve of war other companies were given orders: Ruston Hornsby of Lincoln, Harland and Wolff in Belfast, London Midland and Scottish Railways, British North Locomotive Company and John Fowler and Company. Over 2900 Matildas were destined to be produced, seeing service in France in 1940, in the Western Desert and Russia, and in Australia and the

jungles of the South West Pacific. Prior to the use of the 88mm anti-tank gun by the Germans, the Matilda could absorb a great deal of punishment. It was because of this that the tank became known as the Queen of the Battlefield.

### AUSTRALIAN SERVICE

In March and April 1942 the first major deliveries of overseas tanks arrived in Australia, including 20 Matildas. These were the first of 409 Matildas to be received from the United Kingdom, being allocated in batches direct from UK factories.

The Matilda was first issued to the Armoured Fighting Vehicle School at Puckapunyal, where it was used for the technical training of individual tank crewmen in driving and maintenance, gunnery and radio tasks. In October



The Bovington Matilda making a circuit during Tankfest 2008. The desert camouflage scheme is a little incongruous against the green grass of Dorset. This tank has the high commander's cupola and a jettison fuel tank on the rear.



Passing some steel anti-tank obstacles, Bovington's Matilda sends up a small dust cloud. The open hatches on the turret cupola give some protection to the commander operating with his head out of the cupola.

The Queen of the Battlefield in 1941 stands next to one of the Kings of today's battlefields, the Challenger 2 Main Battle Tank. The Matilda is marked as that of Lieutenant Colonel Bob Foote, 7th Royal Tank Regiment, when he won the Victoria Cross during the Western Desert campaign in May/June 1942.

1942 the Second Australian Army Tank Battalion became the first operational unit to be fully equipped with Matildas.

The lessons learnt following the use of M3 Stuart Light Tanks by the 2/6th Australian Armoured Regiment during operations around Buna, New Guinea in December 1942 and January 1943, showed that a heavier tank, suitable for low speed work with thick armour and able to push through jungle, was the type required for operations in the South-West Pacific. The Matildas available to the Australian Military Forces were suitable for this task.

Australian Matildas first saw action in New Guinea during November, 1943, when the 1st Australian Army Tank Battalion supported operations around Sattelberg and Finschhafen. The

tanks had virtually no modifications at this stage, and were used almost exactly as produced in the factory. The tanks acquitted themselves well during their first appearance on a jungle battlefield.

The next employment for the for the Matilda was on the island of Bougainville where, at the end of 1944, the 2nd Australian Corps took over the responsibility for mopping up 30,000 Japanese troops still on the island. Tank support was provided by the 2/4th Australian Armoured Regiment, using A and B squadrons. The country was very rugged, comprising mainly virgin jungle undergrowth, with swamps and rivers having to be crossed every few miles. The Regiment's C Squadron was engaged at the same time in other mopping up operations at Wewak in New Guinea.

### MODIFICATIONS FOR JUNGLE USE

Many lessons had been learned from the tank's employment in the jungle, and the first modifications to incorporate the lessons of combat were started in late 1943. One of the most significant modifications was the provision of cast steel guards over the front idlers. These could be fitted to any Matilda in about 30 hours, and could be hinged back to allow maintenance of the idler and track tensioning gear. The spare track link boxes had to be removed to allow the guards to be hinged fully back in a safe position when performing maintenance work.

Not all Matildas were fitted with turret ring protection plates when received from the UK. Those of UK origin were bolted to the hull, and the Australian type was similar in shape except that they were

welded into position. Examination of surviving vehicles shows several possibilities of fixing - bolted plates, welded plates or plates originally designed for bolting welded into position.

As the Matildas were used in the support of infantry, an effective means of communication between the tank crew and the infantry was necessary. An infantry tank telephone was developed, and mounted in an armoured box on the left rear track guard. It was often used by the Tank Troop Leader, who went into action dismounted so he could better observe the action and direct his three tanks with a wider view of the battlefield.

The engine exhaust silencers (mufflers) were a constant problem, being mounted low down on the hull rear. They were

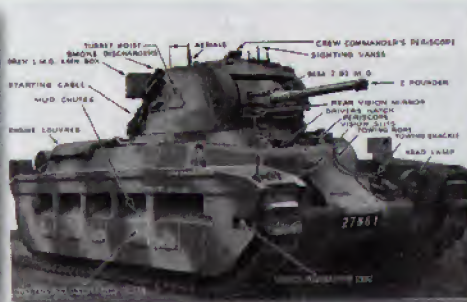




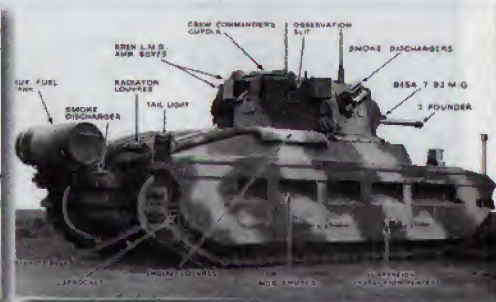
# Think Tank - Matilda Tanks in Australia



The details of the Matilda from the Australian issued vehicle handbook. This vehicle is armed with the 2 Pounder gun.



The details of the Matilda from the Australian issued vehicle handbook. The heavily spudded tracks are common to Matildas in Australian service.

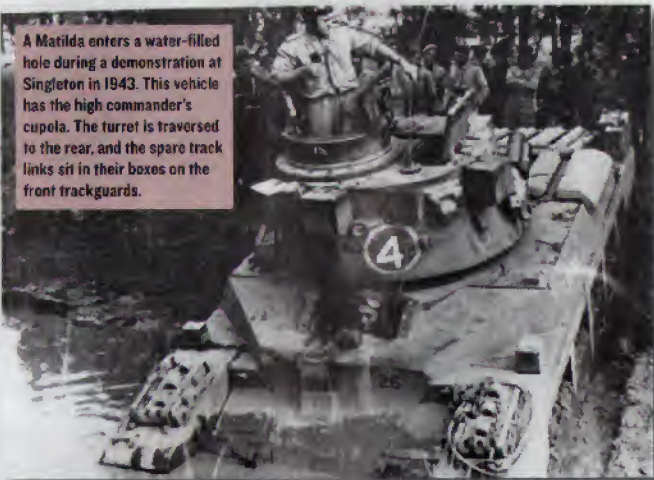


The details of the Matilda from the Australian issued vehicle handbook. This view shows the smoke grenade dischargers on the turret side, and the smoke emitters mounted on the lower rear hull.

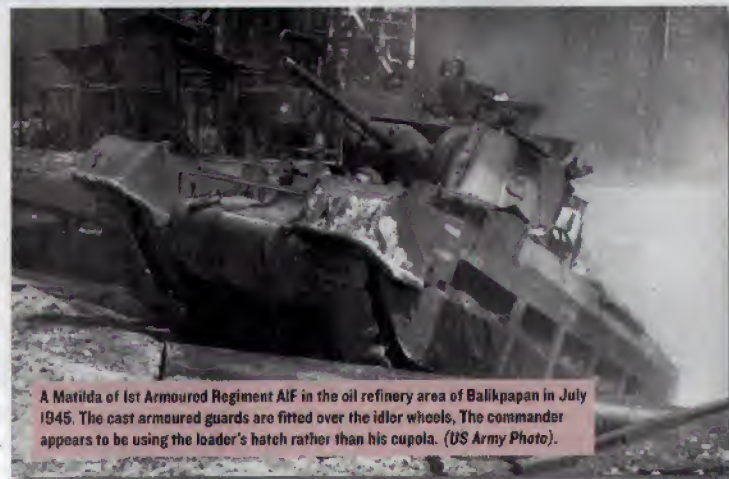
The first unit in Australia to be fully equipped with the Matilda tank was 2nd Australian Army Tank Battalion. A portion of the unit is shown here at Singleton in 1942. Some of the Matildas have the higher commander's cupola, and the two closest vehicles have the auxiliary fuel tank at the rear.



A Matilda enters a water-filled hole during a demonstration at Singleton in 1943. This vehicle has the high commander's cupola. The turret is traversed to the rear, and the spare track links sit in their boxes on the front trackguards.



A Matilda climbing onto a Rogers Tank Transporter Trailer. This view shows some details of the suspension, normally hidden from view by the heavy side skirts and mud chutes.



A Matilda of 1st Armoured Regiment AIF in the oil refinery area of Balikpapan in July 1945. The cast armoured guards are fitted over the idler wheels. The commander appears to be using the loader's hatch rather than his cupola. (US Army Photo).

often damaged by undergrowth, especially when the tank manoeuvred back and forth in close jungle. One field solution was to reposition the silencer on the rear deck behind the air outlet louvers. This modification alone could drop the engine operating temperature between 10 and 15 degrees, a significant factor in jungle operations.

The use of magnetic and hollow charge mines required additional protection to be used on the upper hull. Many Matildas carried track links welded on the vertical surfaces of the upper hull around the driver's position, as well as on the glacis plate. Several types of mesh screen were added over the

engine deck. Some were airfield steel PSP lengths, and other types used wire mesh on frames. They were designed to be easily removable to allow access to the engine compartment. The Matilda's final actions came in July, 1945 when the 2/9th Australian Armoured Regiment supported amphibious landings in Tarakan, Labuan and Brunei Bay, and the 1st Armoured Regiment landed at Balikpapan, during the recapture of Borneo. The Balikpapan landing was the largest Australian amphibious operation of the war, and the largest Australian armoured operation, when 33 tanks (including Flamethrowers, Dozers and a Covenanter Bridgelayers)

were landed.

Matildas continued to be used in operations on Bougainville until the end of the war.

## MATILDA FROG FLAMETHROWER

Early experiences in New Guinea showed that a flamethrower was one of the most effective ways of dealing with Japanese turret and bunker systems. The manpack flamethrowers available were limited in range and duration, simply due to the weight that one now could effectively carry. Following the lead of the US and British armies, the Australian Army looked at the possibility of mounting a flamethrower in an armoured vehicle. However,

a flamethrower using bottled gas of some type for propellant usually required the tank to tow a trailer and this was thought to be impractical for jungle operations.

The original flamethrower mounted in the Matilda tank used nitrogen and compressed air as the pressure source, but a range of only 15 yards was achieved during tests, and the fuel capacity was about 30 gallons. The original specification called for the retention of the 2 Pounder main armament, as well as a range of 25 yards. However it was quickly realized that this was not possible so an amended specification was issued, which allowed for the removal of the main armament but



The turret ring protection fitted to the Matilda Dozer at the Australian Army Tank Museum. This is the later Australia type which is welded to the hull. Note this guard begins at the driver's hatch, and is reinforced with triangular gusset plates along the inside.



This Matilda Close Support Tank is owned by Peter Ray of Bilpin, NSW. It carries the crocodile and palm tree sign of the 4th Australian Armoured Brigade, along with the bridge classification sign.



An early Matilda Frog undergoing flame trials, probably at Puckapunyal. It carries the auxiliary fuel tank on the rear and a gas bottle is seen resting on the rear deck of the vehicle. Under the fuel tank can be seen the smoke emitters. The armoured telephone box for infantry-tank communication has been fitted on the left rear trackguard.



The Matilda Frog Flamethrower Tank currently on display at the Australian Army Tank Museum, Puckapunyal. It carries the marking of 6 Troop, 2/1st Armoured Brigade Reconnaissance Squadron, who operated Matilda Frogs during the Borneo operations.

retention of the co-axial machine gun, as well as removal of all internal ammunition racks and the elimination of the loader, so only two turret crew would be required.

Following a number of prototypes that were tested by the 4th Australian Armoured Brigade, a completely new unit was developed by the Army Design Division. Subsequent development work resulted in the placement of order for 25 'Flamethrowers, Transportable (Aust) No. 2 Mark 1' (Frogs), to be mounted in Matilda Marks IV or V. The Frog used diesel or thickened fuel propelled by compressed air, taken from the vehicle's compressed air system, and ignited by an electric spark and pilot petrol jet. Ranges of 80 to 100 yards were possible. Fuel was carried internally in one main tank in the turret and several tanks in the hull chain lockers, totalling about 130 gallons. A 100 gallon external jettison tank could also be carried. The Frog retained its Besa co-axial machine gun, but the crew was reduced to 3, the loader being dispensed with. Flame shots of a maximum capacity of 10 gallons could be taken, with recharge time varying depending on the fuel used, but generally 30 to 35 seconds.

The first production Frog reached 4th Australian Armoured Brigade in October 1944. The Brigade's special equipment unit, the 2/1st Australian Armoured Brigade Reconnaissance Squadron, which had been re-organised as an Armoured Squadron - Special Equipment, was issued the vehicle in late December 1944 and started to conduct training courses. Frog-equipped Troops of the Squadron provided support to the landings at Tarakan, Labuan and Balikpapan during the Borneo campaign. They proved extremely effective on operations.

## MATILDA DOZER TANKS

Late in 1943, a meeting was held between the Directorate of AFV and the Le Torneau Engineering Company of Sydney, a well-known earthmoving equipment company. This meeting discussed the feasibility of mounting a dozer blade onto a Matilda tank, and the initial discussions were encouraging. The primary role of the tank dozer was to clear tracks under fire. It could level off gradients too steep for a tank and could be used to construct fords over rivers.

The original Tank Dozer was designated No. 1 Mark 1. It used a



A close up view of the Matilda Frog Flamethrower Projector. The turret ring protection fitted to this tank is the standard British type which has been bolted to the hull.

D7 - type bulldozer blade of just over three metres width hinged on trunnions and mounted on the lower side skirts of the tank. An A frame and sheave assembly was mounted on the glacis plate with a quick release attachment. A 4 cylinder Willys jeep engine with gearbox was mounted on the rear of the blade. A winch was connected to the gearbox to provide the means to raise and lower the blade. The equipment mounted on the rear of the blade

was housed in an armoured box. The whole unit added an extra three tonnes in weight to the tank. The driver controlled the blade from his normal position. The normal operating speed for a tank dozer was 1 to 2 miles per hour. Three were issued to 2/1st Australian Armoured Brigade Reconnaissance Squadron. These were used operationally on Borneo, but met with limited success, and so the blades were removed to allow the vehicles to operate as





# Think Tank - Matilda Tanks in Australia



The Matilda Dozer No1 Mark I loading onto a Rogers Tank Transporter Trailer. The attachment to the lower part of the hull sides is seen here, along with the bump stop to stop the blade from riding too high.



The first Matilda Dozer undergoing trials. The bulky blade contained a jeep engine which provided the power to raise and lower the D7 blade. This type of dozer saw action in Borneo, but proved unsuitable and the blades were removed and the tanks operated as normal gun tanks.



The Matilda Dozer No3 Mark I on display at Puckapunyal. This dozer blade is raised and lowered by hydraulic cylinder, one of which can be seen to the right of the photo. In the background is the raised projector box of a Matilda Hedgehog.



The support arms and lifting mechanism of the dozer at Puckapunyal. The lugs welded to the top of the dozer blade are not original.

normal gun tanks.

The second type, the No. 2 Mark 1, was to be similar to the early model, except that hydraulics were to be used for raising and lowering the blade. As this redesign was being undertaken at the same time as a completely new design was being manufactured and tested, and that equipment proved satisfactory, the order for the pilot model No.2 Mark 1 was cancelled in June 1945.

The British Standard Machinery Company (Britstand) of Liverpool, NSW, undertook the development work of a new hydraulically operated unit. The new Britstand dozer used a horizontal blade and bowl assembly almost three metres wide attached to pushpoles mounted on trunnions welded to the skirting plates on each side of the tank. A pivot frame and connecting link to the pushpole allowed the blade to be raised and lowered by means of an hydraulic cylinder facing to the rear of the tank. Hydraulic pressure was obtained from a pump mounted in the engine compartment and driven by chain of the propeller shaft. A control valve was located in the right side off the driver's compartment.

The No. 3 Mark 1 Dozer did not see operational service, although at least one arrived in Bougainville prior to the cessation of hostilities.

## MATILDA HEDGEHOG

The 4th Australian Armoured Brigade developed the Hedgehog Bomb Projector to provide immediate and heavy fire support to infantry during operations in close country. The Hedgehog was a naval anti-submarine weapon, which fired a bomb of 30 kilograms in weight, including about 14 kilograms of high explosive.

As originally constructed by 2/5th Australian Armoured Regiment Workshop, six Hedgehog spigots were mounted on a rotating steel shaft, pivoted on bearings mounted on the rear track guards of a Matilda Tank. The spigot was enclosed by a steel tube of sufficient size to hold the Hedgehog bomb. The assembly was raised and lowered by two hydraulic cylinders that were operated by a hand pump inside the turret. When in the travelling position, the tubes lay on the rear deck of the tank. Firing was initiated electrically, with switches inside the turret. Interlocks prevented firing if the tubes were

within the safety limits of the turret roof.

The first tests in mid 1944 found that a crater over 2 yards across and 2 feet deep was made by the explosion of one bomb. It took three bombs to destroy a standard bunker of logs and sandbags. When used in thick scrub, an area of 3 yards from the centre of the burst was completely cleared.

A subsequent development resulted in a seven tube system, completely encased by 11 mm armour plate and which could lay on the engine decks of the Matilda and present an inconspicuous target. The tubes were raised hydraulically, using the traverse pump and fittings from an M3 Grant Medium Tank. The pump and reservoir were located in the left front chain locker on the tank and were controlled by the driver. An elevation indicator was located in the driver's compartment, connected to the pivot shaft by means of steel wire and a sprocket.

The Hedgehog could be fired singly, or in a salvo of six rounds. (Number 5 tube could not be fired until the turret was slightly traversed to avoid the bomb hitting the radio aerial of the tank.) A range of 200 yards was possible

using standard propellant, with 400 yards possible using an improved propellant.

Six equipments were delivered to HQ 4th Australian Armoured Brigade in June 1945. These were fitted to tanks and sent to 2/4th Australian Armoured Regiment on Bougainville. By the time the equipment arrived it was too late to see operational service.

## POST WAR USE

The Citizen Military Forces (Reserves) were reconstituted in 1948 and were allocated two Armoured Brigades, one of which was to be equipped with Matildas. The Matildas soldiered on until 1954, when they were retired due to old age, mechanical unreliability and lack of repair parts. The tanks were all World War 2 veterans, having been used for training during the war years, and then being kept in the open between exercises from 1945 until 1954, with very little maintenance.

The Matilda served the Australian Army well for over 12 years, a tribute to its solid construction, and to its long-suffering crew members who worked to keep the vehicle in service long after it had been retired by other armies. ■



The Hedgehog rocket projectors were originally mounted on a rotating arm, with only six tubes. No armour plating was provided to protect the bombs.



The production model Hedgehog had seven tubes surrounded by armour plates. The tubes here are partially raised and the armoured cover and box are clearly seen.



The Matilda Hedgehog preserved at the Australian Army Tank Museum. A Hedgehog rocket can be seen on the rear deck. This Hedgehog is fitted with track guards and turret ring protection.

## Acknowledgements

Thanks to the Curator of the Australian Army Tank Museum, Puckapunyal for his assistance in obtaining photos to use in this article; David Fletcher of The Tank Museum, Bovington, for his assistance during Tankfest 2008; and to the late Laurie Wright for his assistance for over 35 years.

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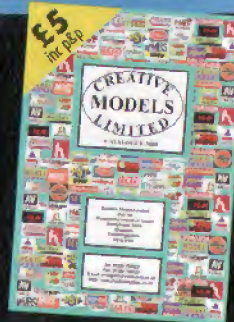
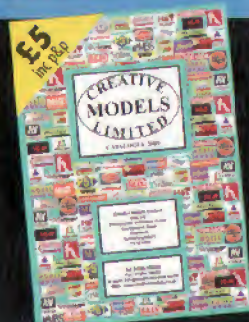
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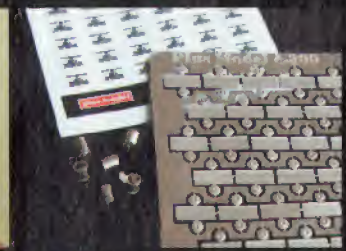
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# SOMETHING OLD... JUNGLE FROG



## PART ONE CONSTRUCTION

The Editor upgrades Tamiya's 1973 vintage Matilda with conversion parts from MR Models and Firestorm.

**1**973. Pink Floyd releases Dark Side of the Moon. The Sting. The Exorcist and Serpico are playing at the movies, while "Dirty Harry" is taking his second outing with "Magnum Force". The Paris Peace Accord is signed by the USA and North Vietnam, and the World Trade Center is dedicated in New York City. There are no cellular mobile phones, personal computers, iPods or digital media. No Internet, Facebook or Google. In this strange world though, there is still Tamiya. 1973 was the year that Tamiya

released the 24th kit in their 1:35 scale Military Miniatures series, the Infantry Tank Mk.II Matilda. This was a typical kit of its day with flexible tracks and the option of a small electric motor. If I recall correctly, there was even a version with a wired remote control. Tamiya's 1:35 scale Matilda was a good kit at the time, with decent detail and a fair representation of the real tank's main features. Surface texture was uniformly smooth and it always looked a little bulky, probably due to the requirement to fit an engine,

gearbox and batteries inside the hull, but for more than 35 years this was the only game in town if you wanted to build an A12 Matilda in 1:35 scale. This kit was unavailable for quite some time, but I was lucky enough to find two at a model club "Swap and Sell" around ten years ago. These were snapped up and added to my collection.



Kits and accessories have been accumulated over a period of years.



Tamiya's original 1:35 scale Matilda was a typical product of its day.



Surface texture was basic compared to recent releases.



The lower hull betrays evidence of motorisation. The kit is oversized due to the requirement to fit the motor and batteries inside the hull.



The one-piece vinyl tracks are not bad for their age.

**"In my opinion, careful preparation is the key to success for any major conversion project."**

### GROWING THE STASH

More recently, I purchased three conversions and update sets from MR Models in Germany. All three were for Australian Matildas – a standard 2 Pdr gun tank, a Close Support version fitted with a 3" howitzer, and a Matilda Frog flamethrower conversion.

These conversions are produced to a very high standard. A resin replacement for the main turret part is included in each set. This is hollow and features lovely cast texture and subtle detail in place. All the sets also offer resin armoured front mudguards, the welded style of turret ring armour, POW can racks, a replacement

mantlet and stowage. White metal parts include tools, hatches, spotlight and spare spudded track links.

Almost without exception, Australian Matildas were fitted with the blocky spudded tracks, but the MR Models' conversions do not provide a full set. I was about to buy a set of Fruiil Model white metal spudded tracks when Firestorm Models released their Australian Matilda conversion. This comprehensive upgrade provided a full upper hull, solid turret, resin and photo-etched details plus resin spudded track lengths. A mere \$90 later and this box was added to my growing Matilda pile.

### MORE THAN ONE WAY TO SKIN A FROG

When I heard that Tamiya planned to launch a brand new Matilda, I thought I had better start building some of the kits and accessories that I had accumulated over the years. The two kits might make an interesting comparison, but after the new Matilda was released I knew it would be hard to motivate myself to wrestle with resin and 35-year-old vintage plastic.

I decided to build an Australian Matilda Frog flamethrower. I was spoiled for choice with the MR Models and Firestorm conversion. The best parts from both sets were combined after careful deliberation. The hollow-cast

turret, turned metal barrel and white metal parts were used from the MR Models conversion, while the Firestorm upgrade contributed the upper hull, armoured front mudguards and tracks.

In my opinion, careful preparation is the key to success for any major conversion project. Smaller parts were cut from their casting blocks with a razor saw. The larger blocks were dispatched using my Dremel motor tool fitted with a grinding wheel attachment. This is a real time saver.

With the resin parts bagged and tagged, work commenced on Tamiya's venerable plastic. Running gear was assembled



By contrast, MR Modellbau's resin replacement turret is state-of-the-art.



MR's Matilda Frog conversion includes other characteristics of this Australian flamethrower variant, plus stowage.



The set is supplemented with white metal parts covering tools, hatches, spare spudded track links and smaller details.



Firestorm produced a comprehensive Australian Matilda conversion a few years ago.



In addition to a full upper hull and solid turret, Firestorm's conversion offers a myriad of details in resin.

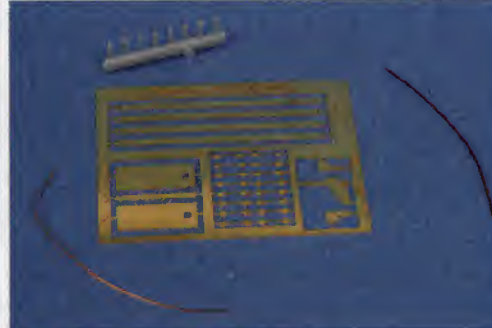


Photo-etched parts are also included.





Australian Matildas were fitted with spudded style tracks. Firestorm's conversion supplies these tracks in handed lengths.



Preparation is the key to any major resin conversion. A razor saw is a handy tool for quickly despatching resin casting blocks.



A Dremel Motor Tool will save plenty of time when removing more substantial casting blocks.

without much trouble, but the fit of the road wheels and the suspension units was sloppy. I took a little extra time to make sure that everything was properly lined up and that all the road wheels touched the ground.

Firestorm supplies their handed tracks in separate bags. Each side comprises four straight lengths and two curved sections – one for the drive sprocket and one for the idler wheel. The casting strips were cut from one side of each track's length and the rearmost curved

section was fitted against the drive sprocket. A hair dryer was used to soften the resin, allowing the track to snuggle up as close as possible to the drive sprocket. When I was happy with the conformity of this critical first section, super glue was sparingly applied to secure the track. I then worked forward on the bottom run, setting and gluing the two flat runs, then the idler wheel section and finally the top run. The process was surprisingly painless. Although the tracks still give the illusion of floating around the drive

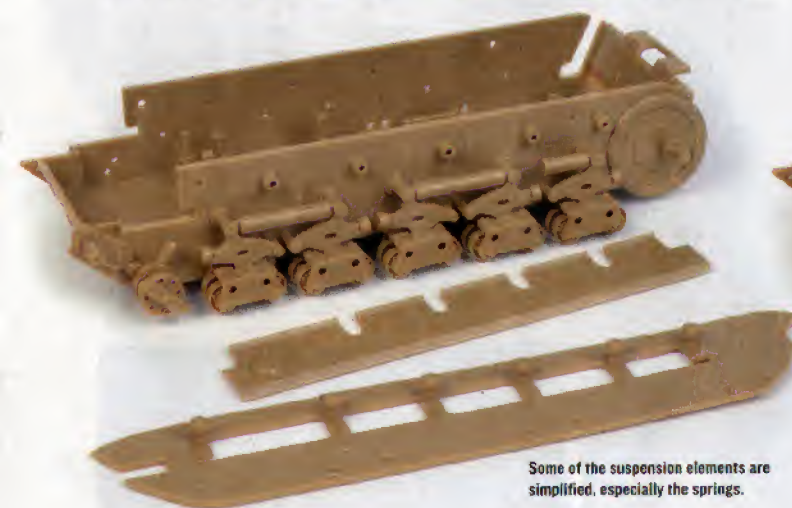
sprockets, I believe this is due more to the overly pronounced sprocket teeth than Firestorm's resin tracks.

With the tracks in place, it was time to mate the plastic lower and resin upper hulls. Firestorm's instructions suggest that the upper hull would need to be heated and bent to meet Tamiya's lower hull, but I did not find that was the case. The upper and lower hulls lined up almost perfectly with a minimum of effort and a few spots of super glue.

MR's resin turret is designed to use Tamiya's outer mantlet and

turret ring (part A2). The plastic turret base had to be trimmed slightly for a perfect fit, but the gun shield fitted in the mantlet without modification. As a bonus, the gun was capable of elevation after assembly.

Firestorm suggests that the kit's outermost armoured louvres should be used. I thought they looked a little plain, so a texturing mix of Tamiya Grey Putty and lacquer thinner was stippled onto the smooth plastic surface to represent cast steel.



Some of the suspension elements are simplified, especially the springs.



Most of the simplified suspension parts are hidden behind the mud chutes and side skirts.



The resin spudded track lengths are nicely detailed and fairly fast to fit.



Fit is reasonably good, with just a little filler required at the bottom joins.



No paint required? MR's turret with Firestorm's upper hull and Tamiya's lower hull.

MR's turret employs Tamiya's mantlet and lower turret parts. The turned metal barrel is included in MR's conversion set.



## MELTING MOMENTS

Tamiya's armoured side skirts were fitted to the vehicle. Once again, alignment was pretty good.

At this point I decided to fine-tune the drape of the resin tracks. Heat from a hair dryer was applied to the tracks and they were easily bent into a more convincing shape. Unfortunately, the heat also melted the plastic on the bottom of the

port side skirt. I filled the unsightly wedge and sunken plastic with a combination of plastic scrap (cut to shape and attached with super glue gel) and Milliput White two-part epoxy putty before sanding the panel flat. Disaster averted.

Hull and turret fittings were installed at this point, including lengths of spare track supplied by Firestorm. These were welded to

the hull and glacis plates on the full-sized Matilda as additional armour. MR's white metal tools looked great, but they lacked the appropriate mounts and clamps. These were cut and bent into shape from thin brass strip.

Many Australian Matildas featured the later style bulky hinges on the suspension inspection hatches. I decided that

these would be too obvious to ignore, so I set out to scratch build 22 new hinges. First, thin plastic sheet was sliced into 3mm wide strips. Next, I glued 1mm half-round plastic strip along the centre of the flat strips. Once the glue had set, I used my very helpful "Chopper" tool to cut these strips into 3mm squares. ►

**"Many Australian Matildas featured the later style bulky hinges on the suspension inspection hatches. I decided that these would be too obvious to ignore, so I set out to scratch build 22 new hinges..."**



Cast texture was added to the plastic armoured engine covers using a mix of lacquer thinners and Tamiya Grey Putty.



Helping hands. Irwin clamps are used to hold the side skirts in place while the cement dries.



The basic model is starting to take shape.



Details have been added to the hull and the turret. Note the lengths of track welded to the hull to protect the tank against hollow charges.



Various boxes and fittings have been added to the turret too.





Most Australian Matildas featured alternate hinges on the suspension inspection hatches. These had to be built from scratch. The first step was to cut a length of plastic strip.



"The Chopper" tool was wheeled out for the next step.



"The Chopper" was used to slice the plastic strip into identical lengths. The same setting was used to slice 1mm half-round strip to the same length.

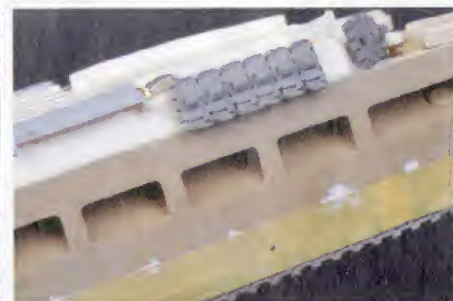


A Waldron Sub-Miniature Punch and Die Set was used to create around 100 .033" diameter rivet heads.

**"...after the new Matilda was released I knew it would be hard to motivate myself to wrestle with resin and a 35-year-old piece of plastic."**



Dops. While fine-tuning the fitting of the resin tracks with a hair dryer, the Author managed to melt part of the side skirts.



The old small hinges moulded to the side skirts were sliced off and the holes in between were filled with Milliput.



The large hinges make a noticeable difference to the skirts. Tool brackets were scratch cut and folded from thin brass strip.



Hinges were made for the large armoured side covers.



Extra texture was added to the nose to ensure that the resin upper hull and plastic lower hull were blended in.



Mounts for PSP armour were added from fine brass tube. Firestorm's mesh engine deck cover may be seen test-fitted in these photos.

#### ◀ A GOOD OLD FASHIONED PUNCH UP

I have owned a Waldron Precision Punch and Die for some years, but I recently added the truly tiny Sub-Miniature version to my toolbox. This was employed to punch around 100 .033" circles. Four of these rivet heads were glued to each hinge units.

The old smaller hinges were carved from the side skirts with a sharp hobby blade. The holes in between were filled with Milliput and sanded flat. New holes were drilled with a pin vise higher up each hatch. Two hinge units were now glued to each hatch, plus a single hinge to the smaller forward panels.

This was not a particularly difficult task using the right tools, and probably only took around 2 hours. In retrospect, however, it might have been easier if I had done it before attaching the side skirts to the model!

I was lucky enough to receive a set of the currently unavailable Firestorm mesh engine deck cover. This type of cover was frequently seen fitted to Australian Matildas as additional protection against Japanese hollow-charge weapons. I also decided to add PSP plating as extra armour to the sides and rear of the engine deck. Holes were drilled in the engine deck for the brass tube PSP mounts. The PSP itself was sourced from Verlinden.

A piece of plastic strip was glued to photo-etched mounts between the front fenders as a stowage support bracket.

In giving the model the once-over before painting, I thought that the side engine covers looked like they were floating on the edge of the hull. A set of hinges with mounts and bolts were therefore cut and punched from plastic. Bolts and straps were also added to the auxiliary fuel tank mounts on the rear of the hull. ■



All of the Australian modifications are evident on the finished model.

In next month's issue of Model Military International we will cover the painting, marking and weathering of this Australian Matilda Frog.



Now for the fun part - painting!



# ...SOMETHING NEW



# QUEEN OF THE DESERT

The Editor teams up with Chris Wauchop to build and paint Tamiya's brand-new Infantry Tank Mark II, Matilda Mk.III/IV.

It is more than 35 years since Tamiya released their original 1:35 scale British Infantry Tank Mk.II, so the announcement of an all-new Matilda at the recent 2009 Shizuoka Hobby Show was a welcome surprise for fans of British armour.

Tamiya's designation for the new kit is Infantry Tank Mk.IIA\* (don't

look for a footnote - the asterisk was an official designation for Leyland-powered Matildas) Matilda Mk.III/IV.

The Infantry Tank Mk.IIA and IIA\* were developed as a result of lessons learnt by the British 1st Army Tank Brigade in France, which was equipped with the Matilda Mk.I. In the event, most of the external modifications were

minor. The most notable change to the Matilda Mk.IIA was the revised mantlet to accommodate a .303 Besa machine gun. This replaced the water-cooled Vickers machine gun in the earlier version. An extractor fan was also installed in the turret roof.

The Infantry Tank Mk.IIA\*, otherwise known as the Matilda Mk.III, was fitted with a new 7 litre

Leyland diesel engine. The Matilda Mk.IV was almost identical to the Mk.III, the only difference being evacuation pumps fitted to the fuel tanks under the air inlet louvres.

Identifying particular variants is tricky. The Leyland engine versions, the Matilda Mk.III and IV, may be externally identified by the two sets of exhaust pipes on the upper engine deck, while the

signalling lamp on the turret was deleted from the Mk.IV onward. Track type is not a definite indication of variant (two styles were used, spudded and smooth), and the only other obvious distinction is the heavier hinges on the suspension inspection hatches often seen on later production models. See our preceding article on the Australian Matilda Frog for an example of a vehicle fitted with spud tracks and heavy inspection panel hinges.

Many later model Matildas were fitted with low cupolas, and some also received strips of armour to protect the turret ring and the base of the turret.

Less obvious, but still visible under careful scrutiny, was the replacement of the small return rollers with fixed skids to support the upper track run on later production vehicles. The outer skids were mounted on the mud chutes.

## WHAT'S IN THE BOX?

Tamiya's new Matilda Mk.III/IV comprises 387 parts in their familiar dark yellow plastic, two flexible tracks, a length of string for the tow cables, poly caps and markings for three vehicles - two in desert camouflage and one in green and black.

Surface texture is everything we have come to expect from a new Tamiya release. Cast metal is beautifully depicted on the turret, the nose and the armoured engine deck covers. Recessed screw heads on the lower hull side covers even includes slot detail. Raised strips, rivets and bolts are present wherever appropriate. The asbestos insulation wrapped around the exhaust pipes looks fantastic too.

This kit offers the choice of hard plastic link and length tracks, or flexible black tracks in a single run. Both options are well detailed inside and out, with no ejector pins or other imperfections to clean up before assembly. The peculiar guide

teeth are hollow on the real tank. For the kit, the plastic guide teeth are moulded with a dent at the front and rear. This offers a pretty good representation considering the guide teeth are almost completely hidden behind the complex running gear and large armoured side covers. On the other hand, Tamiya supplies hollow guide teeth for the highly visible spare track links on the front mudguard - a nice touch.

The sprues contain two styles of 2 Pdr gun barrels plus a 3" howitzer barrel, which suggests that a Close Support version is on the way. Each barrel is supplied in one piece and is hollow at the muzzle end. Also on the sprues but unused is the later version low-profile cupola and an alternate antenna base. Several rows of flashed over holes may be found on the inside of the hull surrounding the turret ring. This hints that versions featuring the armoured ring protecting the base of the turret will be seen some time in the future too.

The mantlet is secured with poly caps allowing the gun to elevate, and the driver's hatch may be left to slide on its rails.

A full compliment of new on-vehicle tools plus crew

stowage is supplied.

Three crew figures are included. Poses are relaxed and sculpting is very good. The figures are depicted in summer uniform with long trousers and rolled-up sleeves.

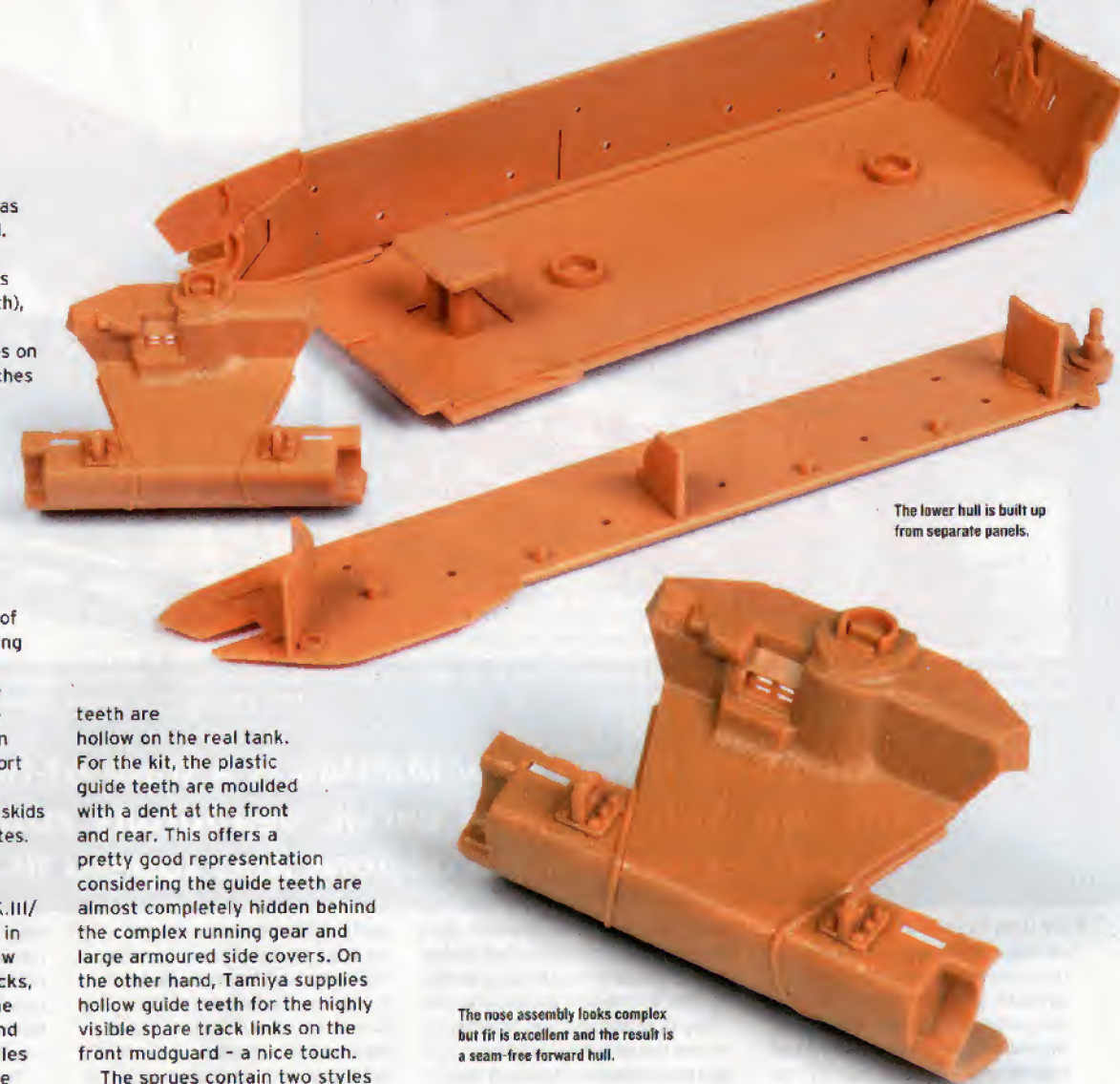
Kit engineering is sensible. I particularly like the way Tamiya has broken down the nose of the vehicle to avoid a horizontal join across the front of the hull.

Moulding quality is marvellous. There are just a few very faint parts to clean up on the inside of the loader's hatch. Although there are an alarming number of ejector pin marks on the lower hull, these will all be completely hidden behind suspension

components and the big mud chutes. Sponsons are not boxed in but you won't see the light of day once the armoured hull sides are secured. The searchlight lens is a solid plastic piece.

## CONSTRUCTION

Construction starts with the suspension. Whereas the road wheels and suspension units were a sloppy fit on the 1973-vintage kit, the new kit is very precise in this area. All the running gear parts were carefully laid out in number order after they were cut from the sprues, as there are three different styles of suspension units using a different combination of parts. Poly caps



The lower hull is built up from separate panels.

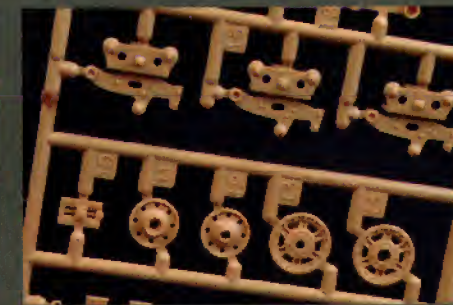
The nose assembly looks complex but fit is excellent and the result is a seam-free forward hull.



The nose of Tamiya's new Matilda is broken down so there is no tricky horizontal join line.



Detail of the suspension components is vastly superior to the 1973 kit.



It is a shame that most of this lovely detail will be hidden forever behind the armoured side skirts.





The jumble of running gear components align precisely. The ejector pin marks seen in this view are hidden once the suspension and side skirts are added.



Here is the new model at the same stage of construction as the 1973 Tamiya Matilda. Not surprisingly, the level of detail and finesse is much better on the new kit.

## "Tamiya's brand new Matilda is a state-of-the-art offering with excellent detail, beautifully authentic cast texture, useful options and superb fit."

are used to secure the idler wheels and drive sprockets, but the small road wheels are fitted between solid plastic locators. The instructions suggest that the road wheels should be left to rotate, but I glued mine in place.

The idler wheels and drive sprockets are a bit ambiguous, as they can be fitted on their axles from either side. Take note that the big hole on the idler wheel

should face inward, while the raised mount on the drive sprocket mates with the final drive. If in doubt, test fit with the flexible tracks.

My first decision was whether to use the excellent solid link and length plastic tracks, or the flexible black track lengths. The solid tracks feature exceptionally subtle draping along the top run, but the detail on the flexible tracks is almost equal to the tan styrene

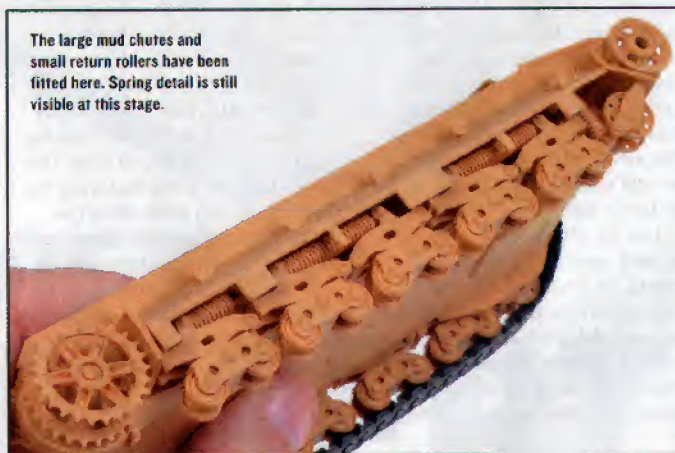
parts. As I was building the kit for a deadline, and considering the similarity in detail, I decided to use the flexible tracks. This new generation of flexible tracks may be secured with regular plastic cement. I brushed each mating surface with Tamiya Extra Thin Liquid Cement and joined the ends, clamping them while they set. After a few hours the tracks were stretched around the

drive sprockets and suspension. Although I was initially concerned that the tracks looked slightly stressed at the top of the sprockets, the overall effect was convincing.

The balance of construction was similarly trouble-free. After locating holes were drilled through the upper hull and turret, smaller details were added. The tools and fittings look great straight from

It is always a relief when all the road wheels sit flat on the ground! The drive sprockets and idler wheels are connected via poly caps.

The large mud chutes and small return rollers have been fitted here. Spring detail is still visible at this stage.



The black vinyl tracks are beautifully detailed and may be glued with regular polystyrene cement.



Locating holes for tools and fittings must be drilled out.



The armoured engine deck covers are provided as separate parts.

the box. I particularly liked the sawn-off .303s used for the smoke dischargers.

The upper and lower hulls were joined with a single poly cap at the rear, and glued at the front. There was a join line between the case forward hull section and the rolled steel main hull. This did not look quite right to my eye so I added raised weld beads from softened plastic strip. I am not sure that the weld bead in this location is accurate, so check your references before adding them yourself.

Fitting the lower starboard side exhaust (part D77) to the bottom muffler proved a little awkward. In the end, I found the best way to join the parts was to trap part D66 without glue between the muffler halves. After the mufflers have

been glued into place, twist part D66 forward so the joining flange is facing outward, then place the bottom of part D77 near the join before twisting part D66 back to its vertical position.

Stowage boxes are supplied for the turret. Initially I attached one box to the starboard side, but this was eventually removed when it became clear that it would interfere with the fit of the ID marking decal.

### CAUNTER QUANDRY

With the old and new Matilda models being built simultaneously, I invited Chris Wauchop to paint and weather this new kit.

The Caunter Scheme was a disruptive camouflage pattern used in the Western Desert during 1940

and 1941. It was named after its reputed inventor, Colonel Caunter of the 4th Armoured Brigade. This scheme has always been popular with modellers thanks to its varied shades. Traditionally, the Caunter Scheme has been depicted by modellers as a Sand base colour with a hard-edged geometric disruptive pattern of Light Blue and Dark Green or Dark Blue.

Recent research suggests that the middle colour is not Light Blue but Silver Grey, actually a pale greenish grey tone.

Armed with Mike Starmer's authoritative guide "The Caunter Scheme", first published in 2004 and amended in March 2009, Chris and I set about determining some up-to-date Caunter colours. White Ensign Models produce a set of

accurate enamel Caunter model paints, but Chris and I generally work in acrylics so we decided to find a mix to match the colour chips in Mike Starmer's book. Here is what Chris came up with:

- BSC No.64 Portland Stone: 40% Tamiya XF-55 Deck Tan + 50% XF-2 Flat White + 10% XF-60 Dark Yellow
- BSC No.28 Silver Grey: 50% Tamiya XF-55 Deck Tan + 50% Gunze-Sangyo H312 Green FS 34227
- BSC No.34 Slate: Tamiya XF-65 Field Grey

Chris applied the three basic shades with his Testor Aztek airbrush fitted with the fine tan-coloured tip. The hard-edged demarcation was masked with Tamiya tape. Overspray was



The louvred panels on the forward upper hull are provided as separate parts.



Peek-a-boo! Sponsons are not boxed in, so there is fresh air between the tracks and the upper hull. Fortunately, this area will be completely hidden by the armoured side skirts.



The only questionable area of fit on the entire model is the diagonal joint in front of the driver's hatch. Weld beads were added to this area.



An outer set of return rollers is mounted to the inside of the armoured skirts.





The muffer system and pipes are nicely detailed.



The spare fuel tank is delicately rendered too.



The model takes on the chunky proportions of the Matilda with the side skirts in place.



Some delicate drilling is needed for the locating holes in the turret. The author drilled out some unneeded holes, which he then had to fill in!



Surface texture on the turret is gorgeous. A few ejector pin circles on the inside of the loader's hatch were sanded and covered with Tamiya Surfacer.



Tamiya's new Matilda, straight from the box.

**“Despite its pedestrian speed, a narrow turret ring that limited further development and an inadequate main gun, the Matilda served stoically in the extremes of the Western Desert, the frozen plains of the Eastern Front and the steaming jungles of the South Pacific.”**

◀ inevitable around the undulating armoured air inlet louvres, so this was touched up with a fine brush.

The delicate flat finish was sealed with several thin coats of Future floor polish. This serves the dual purpose of protecting the chalky Tamiya acrylic paint from scrapes and scuffs, and being a helpful base for further weathering and decals.

A thin wash was mixed comprising 50% Tamiya XF-1 Flat Black and XF-64 Red Brown enamel paints, heavily thinned with Mineral Turpentine. This diluted mixture was liberally applied to the entire vehicle with a soft brush and allowed to dry overnight. The result was a bit messy in places,

but the enamel wash over the acrylic base was easily cleaned up with a selective application of thinners.

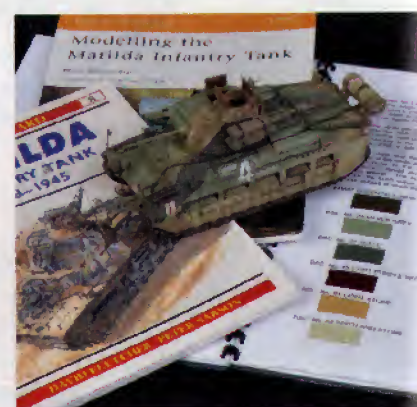
Decals arrived from Tamiya just as the basic weathering was complete. Tamiya's second decal option was chosen for the appeal of its striking and unusually proportioned red and white identification markings, and the large white “4” on the hull sides. The white markings were perfectly opaque over the camouflage paint, and the decals responded well to Mr Mark Softer. The surrounding film disappeared under the potent decal solution. In fact, part of the actual markings dissolved too, but these

areas were touched up with paint before proceeding further.

With the decals in place, the model received a thin top coat of Polly Scale Flat.

Chris was inspired to try some new weathering techniques after reading a model book entitled “The Nordic Edge”. In addition to his customary use of airbrushed stains and streaks with a 50/50 mix of thinned Tamiya Flat Black and Red Brown, Chris also tried his hand at micro-chipping and dusting with pastel chalks.

The finishing touch, and the sole after-market item on the entire model, was a clear lens for the turret's spotlight. ▶



Matilda references are few and far between, but Mike Starmer's “Caunter Scheme” book includes actual paint chips for the colours used in this interesting camouflage.



Two naked ladies. Tamiya's older Matilda with plenty of make-up courtesy of MR Models and Firestorm may be seen at the rear.



The sawn-off .303s used for the smoke launchers are nicely detailed.



The model paints were mixed to match the colour chips in Mike Starmer's book.



Surface texture may be seen to advantage under a coat of glossy Future Floor Polish.



The initial enamel wash looks messy at this stage.



Runs and blobs may yet be tidied up in later weathering.



The Caunter scheme comprised three colours – Light Stone, Silver Grey and Slate.



## CONCLUSION

The Matilda was one of the most important British tanks of the early war period. Despite its pedestrian speed, a narrow turret ring that limited further development, and an inadequate main gun, it served stoically in the extremes of the Western Desert, the frozen plains of the Eastern Front and the steaming jungles of the South Pacific. Indeed, the Matilda was the only British tank to see service from the first day of the Second World War to the last.

Tamiya's original 1973 Matilda was a good kit upon release, but it was a typical product of its day. Aspects of the model were overscale due to the need to accommodate motorisation gear, surface texture was non-existent and some details were basic. The model looks decidedly dated in 2009.

On the other hand, Tamiya's brand new Matilda is a state-of-the-art offering with excellent detail, beautifully authentic cast texture where appropriate, useful options and superb fit.

Bronco and AFV Club have recently released some great 1:35 scale British WWII tanks (Dragon too, if you include their Shermans). It is pleasing to see Tamiya join the ranks with their excellent new Matilda tank. ■



Tamiya's moulded "asbestos wrapping" on the exhaust pipes is brought to life under an enamel wash.



Raised structural detail is beautifully rendered on the model.



This new Matilda is light years ahead of the original 1973 Tamiya kit in terms of detail, finesse, fit and accuracy.

**"...the Matilda was the only British tank to see service from the first day of the Second World War to the last."**



Tamiya's decals performed perfectly. They were opaque and carrier film disappeared under setting solution.

## Modelspec

Tamiya Infantry Tank Mk.III Matilda Mk.III/IV.  
Kit Number 35300

### Materials

Tamiya Extra Thin Liquid Cement; Revell Contacta Cement; plastic strip; after-market clear lens for spotlight (unknown brand for model cars, dredged from the bottom of the spares box)

### Paints used

Tamiya Acrylics: XF-1 Flat Black, XF-2 Flat White, XF-55 Deck Tan, XF-60 Dark Yellow, XF-64 Red Brown, XF-65 Field Grey  
Gunze-Sangyo Acrylic: H312 Green FS 3422

### References

Osprey New Vanguard No. 8 - Matilda Infantry Tank by David Fletcher and Peter Sarson  
Osprey Modelling No. 5 - Modelling the Matilda Infantry Tank by Mark Bannerman  
Military Ordnance Special No. 13 - The Matilda Infantry Tank in Australian Service by Paul Handel  
Australian Armour - A History of the Royal Australian Armoured Corps 1927-1972 by Major-General R.N.L. Hopkins, C.B.E.  
The Caunter Scheme by Mike Starmar

✓ Excellent detail and surface texture; easy to build; useful options; link and length tracks.

✗ Solid plastic spotlight lens.

### Available from

All good model shops Worldwide.

Rating ●●●●●●●●



These Caunter colours were mixed from Tamiya and Gunze paints.



The airbrushed weathering was mainly used to depict stains and streaks around the mud chutes and hull sides.



The model received a topcoat of Polly Scale Flat to subdue the previous high gloss Future finish.



The turret bristles with detail. The interior of the Commander's hatch is suitably busy.

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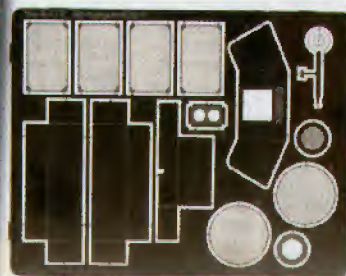
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## Sd. Kfz. 179 Bergepanther

No. 6472 1:35

Photo etched fret included



# RECOVERY CAT

Darren Thompson examines Italeri's upgraded 1:35 scale Bergepanther kit.

Italeri's 1:35 scale Bergepanther might actually be quite familiar to many of you as, with the exception of a new etched metal fret and product number, it is identical to their release from several years ago.

The lower hull is a conventional tub style with separate suspension arms allowing the builder to articulate the suspension if desired.

The road wheels are rather soft in detail, with the inner ones completely lacking any rim detail. The wheel edge smoothly merges with the tyre. The central hubs on my example were also sunken and mis-formed around the edge, but that shouldn't be the case with all kits.

Tracks come in the shape of vinyl half-lengths, needing two pieces joined together to make a single run. Whilst these appear to be of a softer material than Italeri's original release, it won't be an easy task to get something

resembling a natural 'sag'.

Within the hull, the interior contains a very simplified driver's station, centrally mounted winch assembly and a full engine compartment.

The driver's and radio operators station is basic and probably the poorest part of the interior. No radios are included at all and the driver has a wheel to steer with, rather than the lever and pedal set-up of the real Panther.

Moving back to the winch, this fares better. Most of the major components are present, with the exception of the foremost pulley wheel. The cable drum is unfortunately moulded in 2 halves, with the join cutting right across the moulded cable detail. This will be difficult to disguise.

The engine compartment isn't bad either, although again quite simplified. It should look fine once painted and once in place, it will only be visible from directly above.

The upper hull is moulded in one piece with a separate, multi-part superstructure for the winch housing and work deck. The wood grain is a little heavy on the drop-down sides and there are some knock-out pin marks that will need filling. In addition, there is no raised lip around the open driver's compartment and the glacis mounted 2cm gun is pretty crude by today's standards.

The rear spade is a prominent feature of the Bergepanther and, for a

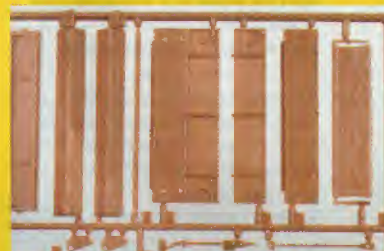
one-piece moulding, the Italeri offering looks good. The real vehicle's spade was actually an asymmetrical structure, which Italeri has failed to duplicate, but otherwise it does look the part. On the other hand, the cables that are used to raise and lower it are moulded from solid plastic and don't look remotely realistic. Fortunately it is an easy job to replace these with some suitable thread or aftermarket tow cable to vastly improve this area.

The new etched fret contains parts for the previously missing stowage boxes and engine deck intake mesh, as well as a shield for the aforementioned 2cm gun.

The decal sheet provides a simple pair of Balkankreuz and the painting guide shows two schemes. One an overall Dunkelgelb, the other a soft-edged, 3-colour scheme, both simply described as 'German Army, winter 1944'.

If you simply must have a Bergepanther in your collection and you can overlook the kit's shortcomings and simplification, then this should be perfect for you. If, however, you are concerned with capturing every detail with the utmost realism and accuracy, then you'll have to wait a bit longer for a plastic Bergepanther! ■

Thanks to Italeri for the sample



## From the Front Line

This line-up in Afghanistan includes an RG-33 and a white Toyota four wheel drive flanked by two MaxxPro MPVs.



## RG-33 MINE PROTECTED VEHICLE

On assignment in Afghanistan, Joel Russ recently came upon several RG33 and MaxxPro MPVs (Mine Protected Vehicles).

The RG-31, RG-33, MaxxPro and Cougar Mine Protected Vehicles are regularly seen here in Afghanistan. The Cougars are the most numerous, mainly being retreads from Iraq.

The MaxxPro and RG-33 are brand new off the shelf.

The RG-33 is designed by BAE Systems Land Systems South Africa, and is based on the RG-31 and the earlier Mamba APC. Since entering production in 2007, a total of 1,753 RG-33s have been ordered by the US Military for use by the Marines, Army and Special Operations Command. ■



The RG-33 is a Mine Protected Vehicle designed by BAE Systems Land Systems South Africa.



This is the short wheel base version with four wheels. A long wheel base version with six wheels is also in service.



The vehicle offers plenty of external stowage.



This RG-33 bristles with antennae, armour packs and equipment.

### FROM THE FRONT LINE

is a regular new feature for Model Military International magazine. If you have seen recent overseas service, or if you are on the front lines right now, we'd love to see your photographs of vehicles, uniforms, or other items that might be of interest to military modellers. Send your photos or enquiries to [editor@modelmilitary.com](mailto:editor@modelmilitary.com)





## JAGDPANZER '46

Fraser Gray presses on with his Accurate Armour 1:35 scale Jagdpanzer E10, employing some clever techniques along the way.

The E10 was a light tank destroyer project developed as part of a programme to standardise German armoured vehicle production.

Designed by Herr Honsig, the Jagdpanzer E10 had a number of design innovations that set the vehicle apart from other designs in the series. One novel feature was its ability to lower the hull on the suspension, a helpful aid to concealment for this ambush tank destroyer. Swift maintenance was also possible as the entire engine pack and

transmission could be removed and replaced via the rear hull, which was hinged for that purpose.

Had the war continued past 1945, and without the bureaucratic interference of competing manufacturers, the E10 and other vehicles in the series may have gone into production. The designs were there on paper, and the Allies even discovered some half-built prototypes. The Schmallturm turret intended for use on the E 50, and the E100 were brought to England for evaluation. The E 50's turret ended up as a gunnery target, but was later

recovered and restored by The RAC Tank Museum, Bovington. The E100 survived until the late 1950's, before it was cut up for scrap.

### PAPER PANZERS IN 1:35 SCALE

I was astonished at the announcement that Trumpeter was about to release the E10 and E 25 "paper Jagdpanzers" as injection moulded kits in 1:35 scale. I had just begun building Accurate Armour's kit so despite a slight dip in enthusiasm, the Editor encouraged me to finish the model. Model Military International's mantra is simple

- "build it, paint it, finish it!". Following some good advice I hope these construction and painting techniques will encourage readers to finish their models.

Before reading about the Trumpeter kit, I decided to alter Accurate Armour's E10 to fit with my interpretation of the way the production Jagdpanzer may have looked. The most obvious place to start was the roof, so I removed the remotely controlled machine gun and replace the hatch with a cupola left over from an old conversion of a Tamiya Panther. Accurate



Resin kits are occasionally prone to minor damage. I repaired the front of the two track guards using a mixture of super glue and moulding powder. In fact, any medium from ground chalk to baking soda will work. The paste was supported in position with Tamiya masking tape until the paste had set.



When the paste has bonded to the resin it can be cut and filled to produce a perfect repair.

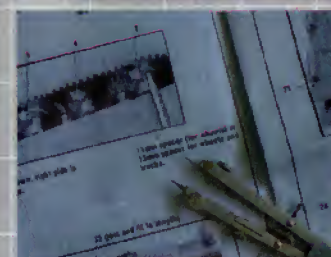
I made replacement loops by twisting wire around a suitable sized drill. Because of the harsh painting and masking techniques I intended to use, I decided to position the loops when the model had been finished. It is usually a good idea to make double the number of loops necessary to cover any loss or damage that will inevitably occur.



One of the most enjoyable aspects of building hypothetical subjects such as the E10 is that you are free to alter the model as you wish. I was inspired to alter the appearance of my model by the Jean Restayn's illustrations that appeared in the French magazine SteelMasters. I added a cupola which was left over from a Flak Panther conversion. The hatch aperture was simply plugged with 40 thou plastic card.



The Tamiya Panther cupola has separately moulded episcopes, which I painted before they were installed. The episcopes were painted in Humbrol 160 German Camouflage Red Brown to represent the primer. The assembled cupola was then carefully super glued into position.



One of the challenges of resin kits is the lack of locating holes when constructing the suspension. Accurate Armour provides comprehensive instructions. If their suggestions are followed even a newcomer to resin kits should have no problem. To ensure the drive train is located at the correct height two plastic card supports are measured and cut.



The supports are then super glued to the chassis pan. Don't worry, they can easily be removed with pliers, when the drive train has been installed.



When dealing with a number of parts that are similar in appearance I paint a white type correcting fluid onto the part, and then write the part number on to the component before it is removed from the casting block. This saves time and avoids any possibility of mistakes when locating the part.



The road wheels, idler and suspension units are assembled. They will have to support the weight of the resin hull and the white metal Friulmodel tracks. I have reinforced the location pegs with wire cut from office paper clips. Locating holes are then drilled into the chassis.

Armour had decided not to give the unfortunate driver an escape hatch. I re-scribed a new hatch in the approximate location of the hatch in Mr. H. L. Doyle's drawings. I then detailed the new hatch with an episcopes and hinges cut from the spare hatch which was now covered by the Panther's cupola.

I was disappointed that the air intakes were integrally moulded. The contrast against the photo-etched screen supplied for the central circular ventilator only emphasises the crude detail of the resin "mesh". I carefully removed

the resin mesh, and replaced it with the rectangular photo etch screens supplied in the company's E 25 kit, which fitted perfectly!

There appears to be some confusion in the instructions concerning the location of the suspension cylinders to the hull sides. I used the following sequence according to the numbers on the casting gate of each cylinder. On the cupola side, and stating from front to rear, the sequence is 6, 7, 6, and 5.

On the opposite side, starting from the front moving towards the rear, the sequence is 4, 5, 4, and 7.

Some of the road wheels suffered from slight distortion where they were connected to their casting blocks. The effected wheels were placed on the inside track so that the warped areas were hidden behind the outer wheels.

I prefer to paint and weather tracks as a sub-assembly and then add them to the finished model, so I replaced the kit's resin tracks with a set of Friulmodel Ostketten. Because the tracks were designed to fit the Panzer II/IV, they will not correctly engage with the kit's rear drive sprocket, so I replaced it with

a sprocket taken from Tamiya's Panzer IV. There is no evidence that Panzer IV drive sprockets were ever intended for use on the E10, but as the original vehicle was never completed you can build the model as you wish! Nearly all the models I have seen of the E10 have this modification, which was first carried out by Marcus Nicholls in his review of Cromwell's E10 kit reviewed in Tamiya Model Magazine International in the 1990s. It is curious that this modification has also been supplied in the Trumpeter kit! ■





# Tech Guide - ACCURATE ARMOUR JAGDPANZER E10



▲ The hull is then placed onto a completely flat and even surface for the location of the wheels and suspension arms, for this purpose I have used an old shaving mirror. Supported by the plastic card supports, the first two of the front and rear road wheels are super glued into position carefully checking that the rim of each wheel is in contact with the mirror, and in correct alignment.



▲ The method guarantees an even and correctly positioned drive train despite any distortion or shrinkage that may have occurred when the model was cast.



▲ Because I was fitting the Friulmodel Panzer III/IV Osketten tracks I replaced the drive sprocket with those supplied in Tamiya's Panzer IV kit. The tracks are cast in white metal and are quite heavy so I replaced the plastic location peg with brass rod.



▲ The best adhesive to assemble resin kits is super glue. Unlike the cement used to assemble injection moulded kits which melts the plastic, super glue has a tendency to fracture, so even small components such as the track tension cylinders benefit from having the shallow mounting pegs reinforced with wire. It is better to carry out this work than have to repair an inaccessible part when the model has been painted and weathered.



▲ After the basic construction of the hull and drive train is complete, the model can now be detailed. The resin can be soft to quite brittle so it is best to cut the smaller components from the casting block with a razor saw. The individual components can then be carefully removed with a craft knife without the possibility of damaging the neighbouring part.



▲ The 'Saukopf' gun mantlet was cleaned up, and given some extra texture with a burr fitted to an electric motor tool.



▲ The Friulmodel tracks are cast in white metal, and although they may lack the finesse of Modelkasten tracks they are less time consuming to assemble. Friulmodel tracks are also resistant to the harshest combinations of weathering and painting techniques that would cause solvent damage to plastic tracks. You should be able to assemble the tracks straight from the packet, but I still had to clean up each track pin location hole with a fine drill held in a pin-vice!



The multi-media nature of the model is obvious from this view.



▲ A close up of the 'Saukopf' gun mantlet. The work casting numbers have been represented on the gun housing and mantlet using numbers from Slater's Plastikard 1.5mm Alphabets set Ref: 1101.

I decided to replace the lamp with an item from the Tamiya German On Vehicle Equipment Set. The kit's power conduit for the lamp has been carved away and replaced with soft copper wire.



▲ All the kits tools have been replaced with items from the Tamiya German On Vehicle Equipment Set, and secured into position with clasps from Aber German Clamps and Clasps set 35 A20. The jack is supported by brackets from Aber set 35 A04 German tool holders set till 1945. The wing nuts for the jack and support block have not been attached to avoid loss during the painting and weathering process. The kit's hatches are supplied split, to produce a neat finish I replaced the hatch with a rectangle of plastic card. The episcopes and hinge detail was carefully removed from the kits hatch covers and super glued into position. The kit's ventilator and the grenade projector were removed and replaced with items from a Tamiya Panzer IV kit because of the extra space the new cupola takes up.



▲ The integrally moulded rectangular engine screens let the kit down, especially as the poor quality is in contrast by the photo etched screen supplied to cover the central circular intake. I carefully removed the resin moulded screens and replaced them with the photo etch screens supplied in Accurate Armour's E25 kit which fitted perfectly!



▲ One of the advantages of building models of experimental vehicles is the chance to detail the kit as you wish. I decided to replace the 'hot rod' style exhaust system with a single muffler, positioned so as not to obscure the field of vision from the new cupola. The cylinder was acquired from a DML Hetzer kit and supported with brackets made from 20thou plastic card and strips of aluminium cut from a take away food tray. To add further interest a weld seam was added using the Aber Narrow Weld Lines set R-06. Friulmodel have a generous attitude towards their customers and provide plenty of extra track shoes in their sets. I used some extra links on the rear plate supported with brackets again adapted from a DML Hetzer kit. I replaced the convoy light with a bracket from an old Eduard set and a length of plastic rod.



▲ The model was stripped down into the various sub assemblies and carefully washed in detergent to remove any debris and grease that may have accumulated in construction. The various parts were then left to dry and stored in various boxes to avoid loss and atmospheric dust deposits.

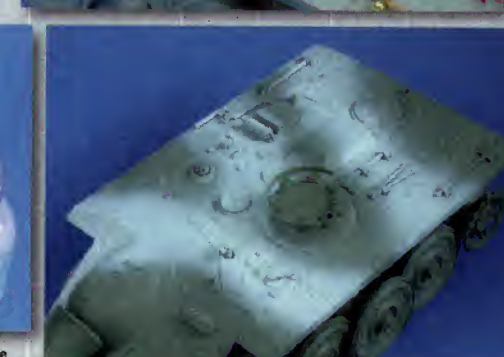
Before I primed the model in Halfords Automotive Grey Primer I covered the episcopes in the cupola with Tamiya masking tape.



▲ With a prominent and vulnerable driver's episcopes fitted to the glacis plate, German tank crews attempted to distract enemy gunners by painting black stripes around the visor. I sprayed the general area a very dark grey and masked the stripes with Tamiya masking tape.



▲ As the E10 never went into production you can paint the vehicle as you wish. The nearest comparable production vehicle to the E10 was the Hetzer. Because German stocks of paint had been exhausted the factories had to use supplies of captured Czech paints. I supposed that stocks of Luftwaffe paint may also have been requisitioned, so I base coated my model in Aero Master RLM 75 Grauviolett. To begin painting of the winter camouflage, torn section of bathroom sponge was used to dab an irregular mottling of Humbrol Maskol. The masking fluid was concentrated around areas of the E10 that would have received the most wear, such as the crew access hatches and the edges of the superstructure.



▲ When the Maskol had dried the winter camouflage was applied with an airbrush. I used a blend of Tamiya Flat White XF-2 with the harshness reduced with a dab of the Aero Master Grauviolett.





# Tech Guide - ACCURATE ARMOUR JAGDPANZER E10



▲ The winter camouflage was then masked with broad bands of Tamiya Masking Tape cut from the 40mm roll.



▶ The model was then given another coat of the original Grauviolett. Then the model was set aside overnight, for the paint to cure.



▲ Before any of the major weathering begins, I paint all the small details such as the tools. The exhaust has been painted in various blends of Vallejo Model Colour 70872 Chocolate Brown and 70835 Salmon Rose. The rectangular air intakes have been painted black in preparation for the photo etch parts. The tracks have been airbrushed in a mixture of Tamiya XF-63 German Grey and XF-64 Red Brown in preparation for a heavy wash of weathering pigments.



▲ To enhance the scruffy appearance of my model I used a brass numeral stencil taken from the Stencilit Set S1001 set. I used the small numerals, and had some difficulty cutting the brass so the numerals were closer together. The stencil was placed into position and held in place with Tamiya masking tape, which also helped to protect the rest of the model from overspray.



▲ The airbrush reservoir was charged with a very dark grey and then carefully airbrushed in several light coats, to prevent any excess paint from creeping under the stencil.



▲ The masking tape and stencil can now be removed. My placement of the stencil was slightly off centre, which further enhances the scruffy effect I was trying to achieve!



▲ The model was airbrushed in a coat of Johnson Wax Klear, which seals and protects the paint work from the solvents used in the next stage of the weathering process. To emphasise the detail and panel lines, a thin wash of Rowney Artists Oil Colour 251 Sepia thinned with white spirit is applied with a fine brush. When the paint has dried the effect can be checked, and any areas with an excessive build up of paint can be corrected with a cotton bud moistened with white spirit, and then re-applied with a brush. Various chips, scratches and scuffs can then be painted in using Humbrol 160 German Camouflage Red Brown darkened with Black 33.



▲ The tracks are painted with a blend of Europe Dust P028 and Russian Earth P034 mixed with white spirit. The pigment slurry was then worked into the tracks with an old chisel edged brush. When the pigment had dried, I dry brushed the track shoes in a mix of Humbrol 11 silver with the lustre removed with Humbrol 67 Tank Grey. Where the road wheels come into contact with the track, I used a Supracolor I 3999.408 silver pencil to suggest wear. When the tracks were attached to the model, the pigment slurry was further diluted with white spirit and painted around the hull sides, suspension and road wheels, to give a visual continuity to the weathering. Unlike paint, the pigment does not fix and can be further worked with a dry brush, or by re-liquefying by washing with white spirit, until you are satisfied with the effect.



▲ The spare track on the front and rear of the hull were painted in a combination of blends of Humbrol 67 Tank Grey, 160 German Camouflage Red Brown and Leather 62 to break up the uniform appearance. After the enamel paint had cured, the spare track links also received a coat of the pigment slurry to blend them in with the rest of the weathering effects on the model.



▲ The crewman was converted from the officer figure with binoculars supplied in Dragons Flak Artillery Crew set number 6275. The hands were removed and the sleeves hollowed out. The arms were then cut at 45 degrees at the elbows and pinned with fuse wire. I then attached suitable hands from the set with fuse wire, and placed the figure into the cupola. The arms and hands can then be manipulated so they achieve a natural fit with the machine gun rail. The figure was removed, and white Milliput packed into the gaps. I sculpted the putty with a cocktail stick to further blend the join to the model's clothing crease detail. When the putty had set, I mixed a slurry of Squadron Green Putty, thinned with liquid polystyrene cement, to hide the conversion work. The head is a Hornet item converted with Milliput to represent a woolen toque.

▼ With the various weathering process completed the fine detail can now be attached to the model such as the guard above the gunner's sight. The camouflage loops were glued into position and painted to blend in with the rest of the model. To further enhance the scruffy appearance I threaded the loops with fine fuse wire to suggest the wire the crew may have used to secure foliage to the superstructure of an ambush tank destroyer. The fuse wire was gently heated in a candle, which carbonised the metal to a natural rusted appearance and was attached to the model. This effect can be further improved with an application of MIG Light Rust P024, thinned with white spirit. Some of the stowage boxes have padlocks, which are from Aber German Tool Holder Set. When the various details were securely attached a light wash of the MIG pigments used to weather the drive train was applied to blend in the loops, padlocks and foliage wires with the rest of the paint work. I painted the head lamp, jack, fire extinguisher, and one of the rear drive sprockets in Lifecolour RAL 8000 UA 203 Grünbraun to suggest parts had been scavenged from other vehicles, to complete the Jagdpanzer.



▲ The completed model with all the weathering in place.



▲ The figure lends a sense of proportion to the completed model.



▲ The stencil markings add a distinctive touch to the front and rear of the vehicle.



▲ The extra work done on the rear deck and exhaust is well worthwhile.

## Modelspec

Accurate Armour German E10 proposed  
Experimental Jagdpanzer Kit No. K084

### Materials

Grey resin, white metal and brass photo etch fret.

### Paints used

To complete my model I used Aero Master Luftwaffe RLM 75 Grauviolett and a hard edged winter camouflage of Tamiya XF-2 Flat White. The winter scheme was distressed using an application of Humbrol Maskol. The model's paint work was then sealed with an application of Johnson Wax Klear acrylic floor varnish. I used localised washes of Rowney Artists Oil Colour Sepia Series B 251, applied around bolt heads and details. Washes of MIG pigments Europe Dust P028 and Russian Earth P034 thinned with white spirit and blended together, were used on the drive train and hull sides. Rust effects on the camouflage retaining loops and wires were made using MIG pigment Light Rust P024 liquified to a paint consistency with white spirit. Wear, rust and 'chipping' were painted in with a blend of Humbrol 160 German Camouflage Red Brown and 33 Matt Black. To simulate wear to the tracks I used artist's pencil Supracolor I 3999.408 'Silver' applied to the inside of the tracks. Humbrol 11 Silver and 67 Matt Tank Grey were mixed and dry brushed on to the outer shoes. Humbrol paints and white spirit were used to paint the crew man. When the model had been completed, I airbrushed a coat of Humbrol Matt Cote on to the upper surfaces of the model with a lighter application around the drive train to avoid spoiling the weathering pigments.

### Accessories used

Aber German Clamps and Clasps set 35 A20, German Tool Holder Set T11 1945 35 A04, Narrow Weld Lines R-06, Tamiya German On Vehicle Equipment Set. I replaced the kit's resin tracks with Friulmodel Panzer III/IV Osketten. For the call sign number I used a stencil from Stencilit SSI Ltd. 164, Orchard Park Avenue Glasgow G46 7DG. This product was purchased in the mid 90's and may now be discontinued. Please check for availability.

### References used

Leichte Jagdpanzer Walter J. Spielberger, M. Jean Restayn profiles, published in SteelMasters No. 79. 'The Hetzer That Never Was', Mr. Mario Eens, Military Modelling Vol 36 No. 5, and John Sladden's E 25 model.

✓ An opportunity to adapt the model and experiment with camouflage schemes, free from the criticism of the 'rivet counters'. Generally, an unusually comprehensive set of instructions for a resin kit.

✗ Integrally moulded engine air intake screens spoils an otherwise excellent model. Confusing instructions for the location of the suspension cylinders.

### Available from

Accurate Armour Limited, Units 15-16, Kingstons Industrial Estate, Port Glasgow, Scotland, PA14 5DG. Tel: (0)1475 743955. Aber photo etch sets and Dragon kits and figures are available from L.S.A. Models, Tel: 01273 705420.

Rating ●●●●●●●●○○





Dragon's 1:72 scale AAV7A1 is small but perfectly formed. All that we need is in the box.

# NEPTUNE'S WARRIOR

Jose Brito places Dragon's 1:72 scale US Marine Corps Amtrac in a suitably aquatic setting.

The Amphibious Assault Vehicle (AAV), now officially designated AAV-7A1 but formerly known as LVT-7, is a fully tracked amphibious landing vehicle manufactured by FMC Corporation (now BAE Systems Land and Armaments).

The AAV-7A1 is the current amphibious troop transport of the United States Marine Corps. It is used by USMC Assault Amphibian Battalions to land the surface assault elements of the landing force and their equipment in a single lift from assault shipping during amphibious operations to inland objectives and to conduct mechanized operations and related combat support in subsequent mechanized operations ashore. It is also operated by other forces.



The Author did not use the running gear and tracks. Once the model was in place on the base it would not have been visible, so they were salvaged for the spares box.

The only additions were some grab handles made from fine wire and correcting the shape of the turret.

## CONSTRUCTION

My idea was to make a quick build out of the box and try new techniques, such as representing the sea and the vehicle in the water.

The AAV7A1 from Dragon is a very fine kit in 1:72 scale. It can be built into a great model and is a great addition to any modeler's collection. As usual with Dragon's recent releases, all we need is in the box. In this case we are presented with a several plastic sprues, tracks, a small photo-etched fret and waterslide decals.

Detail is very good and the kit is very accurate.

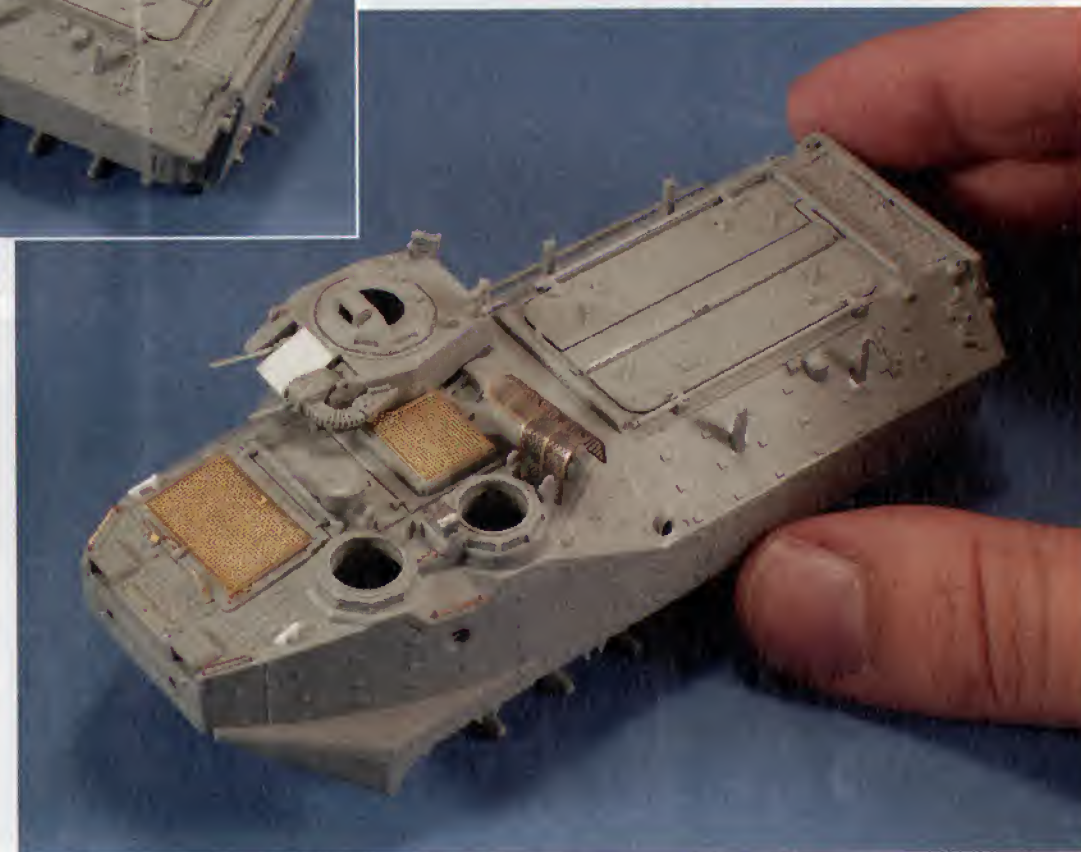
Construction is very straightforward. Because I did not use the running gear and tracks it was even faster. These parts would not be visible once my seagoing scene was completed, so it seemed to be a wasted effort to build the

running gear only to be hidden later. The only additions were some grab handles made from fine wire and correcting the shape of the turret. After only a few hours, construction was complete and I was ready to start painting.

## PAINTING

I painted my model in three-colour camouflage. I decided to airbrush

“...it seemed to be a wasted effort to build the running gear only to be hidden under water later...”



the pattern freehand with my AZTEK 470 airbrush fitted with the fine tan-coloured nozzle at low pressure.

The first coat was light green, in this case Tamiya acrylic XF-71 Cockpit Green (IJN – Imperial Japanese Navy). This colour acts both as a primer and one of the three tone camouflage shades. The paint was airbrushed at low

pressure and in successive layers to maintain the fine surface detail.

The next colours applied were Tamiya acrylic XF-68 NATO Brown and Tamiya acrylic XF-69 NATO Green. Once again, the paint was heavily diluted layers and sprayed at low pressure.

Small details such as tools and spare tracks were painted with a fine brush using Vallejo acrylics. ▶



The entire model received several coats of very diluted Tamiya acrylic XF-71 Cockpit Green (IJN – Imperial Japanese Navy).



The layers were heavily thinned to keep all the great surface detail.





The camouflage pattern was airbrushed using Tamiya XF-68 Nato Brown and Tamiya XF-69 Nato Green.



The entire model received a much diluted oil wash composed of Winsor & Newton 25 Lamp Black and Winsor & Newton 35 Raw Umber.



The result is subtle, but noticeable.



Test fit of the excellent Preiser figures.

#### WEATHERING AND FINISHING

With the painting complete and camouflage colors applied, it was time to start the weathering and finishing process.

The entire model received a much diluted oil wash composed of Winsor & Newton 25 Lamp Black and Winsor & Newton 35 Raw Umber. As usual, I used Winsor & Newton Sansodor (low odor solvent) to mix and dilute the oils. The wash was applied mainly

in the recessed areas and along the vertical lines on the sides of the vehicle.

The weathering process was very straightforward. Considering the model will be displayed in the water, I did not apply the traditional layer of dust and mud. I gained some valuable time here.

#### FIGURES

The figures came from a Preiser set. They are great - good detail,

natural poses and accurate. They really improve the model and add the human factor and scale to the model and the scene. As usual, they were primed with Tamiya acrylic XF-15 Flat Flesh and the flesh areas were painted with Winsor & Newton oils. The balance of the figures were painted with Vallejo acrylics.

I used two figures in this model. They look relaxed and enjoying the ride in a calm sea. Like a walk in the park, but in this case with water!

#### BASE, SEA AND DISPLAY

All my models are displayed on bases so that they can tell a story and add interest.

I like bases with volume so I use a wooden base with balsa wood sidewalls. The interior is filled with oasis foam. Oasis foam is lightweight, easy to find, easy to cut and cheap.

For the sea I employed the same process that I use to reproduce mud. Yes, mud! I only changed

the colors. In this case, I changed the brown by dark blue and black. I made a paste composed by Robbialac Aquaplast, water and acrylic blue and black paint. The Robbialac Aquaplast is a pre-made filler used in the civil constructions and used mainly to fill cracks.

I just had to decide exactly where to place the vehicle then dig a hole in the oasis foam. The model was displayed along an invisible diagonal line to add interest to the scene.

Once the model was in place,

the paste was applied over the oasis foam with the help of a small spatula. Extreme care must be used near the vehicle. This was my first attempt at representing the sea and my knees were shaking a little! To create the waves near the vehicle, I just pressed the spatula over the paste and tried to form a wave-like shape. As this was my first time, I only attempted a calm sea with small waves. Now that I am more confident I will try to make more waves and a rough sea



The recess where the model will be placed is cut to shape.



Test fitting the model in the recess.



Here are all the materials used to produce water. Robbialac pre-made filler, acrylics and water.



The paste was applied with the help of a spatula. During the process, just press the spatula to form the wave.

for my next project.

Once the paste was thoroughly dry I painted it with Tamiya Acrylics XF-17 Sea Blue. This will be the base color for the sea.

I then started to add highlights to the sea. These highlights add a natural look. For that, I airbrushed Tamiya acrylic XF-50 Field Blue and Tamiya acrylics XF-23 Light Blue. For the wave tops, I airbrushed Tamiya acrylic XF-02 Flat White.

For the wet look I just applied

Vallejo Still Water 26230 with a large brush. Simple and very effective. This product, once dry, looks really natural and wet. For the high waves and the front of the vehicle I used Deluxe Materials Scenic Snow to represent the foam.

The entire model received a coat of Still Water from Vallejo. That turned the model very bright and delivered that wet look that I was trying to achieve and that can be seen in reference pictures. ▶



A wooden base with balsa wood sidewalls was built as the core of the display.



The interior is filled with oasis foam.



Once the paste was thoroughly dry it was painted with Tamiya XF-17 Sea Blue.



Now it is time to add some more blue shades to the water. Tamiya acrylic XF-50 Field Blue and Tamiya Acrylics XF-23 Light Blue were used for this task. The tops of the waves received a heavily diluted coat of Tamiya Acrylics XF-02 Flat White.





The foam is made with Deluxe Materials Scenic Snow. To add the wet look to the scene, the water and model received a coat of Vallejo Still Water 26230. AMTRAK underway!



#### FINAL THOUGHTS

Dragon's 1:72 scale AAV7A1 kit is a great model and it can be turned into an interesting exhibition piece. Displaying it in the sea offers a unique presentation. My idea with this project was to represent something that I have avoided several times in the past - sea water. In the end, with some planning, studying other modeller's dioramas and reading some good "how to" books, the project went well and I was very happy with the result. ■

#### Modelspec

AAV7A1 - Dragon 1:72 Kit No. 7318

##### Kits used

1:72 Dragon, AAV7A1 MICLIC, Kit No. 7318  
1:72 Preiser Tank crew US Army, Kit No. 72524

##### Materials

Plastic glue, Contact glue, Oasis foam, Wood base, Injected plastic, Plastic card, Metal parts

##### Paints used

Vallejo acrylics  
822 SS Camo Black Brown (2), 951 White, 950 Black, 893 US Dark Green, 826 Cam. Medium Brown (4), 914 Green Ochre, 058 Matt Varnish, Still Water 26230  
Tamiya acrylics  
XF-02 Flat White, XF-15 Flat Flesh, XF-68 Nato Brown, XF-69 Nato Green, XF-71 Cockpit Green (I/J/N - Imperial Japanese Navy), XF-23 Light Blue, XF-50 Field Blue  
Oil colours  
Winsor & Newton Oil Colour 35 Raw Umber  
Winsor & Newton Oil Colour 25 Lamp Black  
Deluxe Materials - scenic snow  
AquaPlast - RobbiAlac

✓ Good detail, good surface detail and overall accurate (except for the turret).

✗ The turret is not accurate in shape.

##### Available from

All good model shops Worldwide.

Rating ●●●●●●●○



## HOISTING ITS OWN PETARD

AFV Club releases its second 1:35 scale Churchill kit - the battlefield support AVRE fitted with the big 290mm Petard mortar.

The Churchill AVRE was developed as an engineer support vehicle after the disastrous landing at Dieppe as a platform for mine flails, fascine rollers, explosive placers and more. The biggest distinguishing factor, however, was the stubby main weapon - the "Petard". This was a 290mm spigot mortar that lobbed a 40lb high explosive shell against heavily armoured fortifications. Dangerously for the crew, the weapon could only be loaded from the outside of the vehicle.

The AVRE variant was applied to the Churchill Mk.III with the welded turret, and the Churchill Mk.IV with the cast turret. AFV Club's kit is a Mk.III AVRE, the less commonly photographed of the two versions.

AFV Club's 1:35 scale Churchill AVRE comprises 487 parts in olive coloured plastic, 15 parts in clear, 24 large springs, 1 small spring, a photo-etched fret, two flexible tracks, a length of string and markings for four vehicles.

The standard of moulding is excellent overall. The upper and lower hulls are built up from individual panels. The running gear is a remarkable piece of engineering that reflects the workings of the real vehicle. Each suspension unit includes a

workable steel spring. These form the basis for amazingly authentic but intricate running gear, which is made up from a total of nearly 200 parts. Patience and a steady hand will be needed in equal portions, but the modeller will be rewarded with a remarkable result.

The instructions refer to optional parts for "Type A" and "Type B", but they do not seem to specify which version applies to each marking option. Check your references carefully.

The level of exterior detail on the remainder of the model matches the high standard of the suspension. Engine grilles are solid, but they look great. The hull and turret mounted Besa machine guns are supplemented with photo-etched parts. Tools and on-vehicle equipment is well done. All the track guards are separate so you might opt to leave some off to expose more of that lovely suspension. The Petard mortar looks great. It will elevate if you are careful to avoid gluing the hinges. I particularly like the casting numbers on the outside of the main spigot barrel. Two dustbin shells

are also included.

Almost every hatch on the model may be positioned open, but there is no interior detail.

The tracks are provided in full-length flexible black vinyl. These are well detailed on inside and outer surfaces.

Markings are provided for four vehicles, all in overall dark green. Two of these are depicted in service on D-Day, 6 June 1944, while the third option is Italy 1945 with the final markings for a post-war unit in Germany during 1949.

AFV Club's 1:35 scale Churchill AVRE is stunningly detailed and beautifully moulded. The complex suspension will demand some prior experience, but the finished result should be well worth the effort! ■

Thanks to JB Wholesalers for the sample [www.jbwholesalers.com.au](http://www.jbwholesalers.com.au)



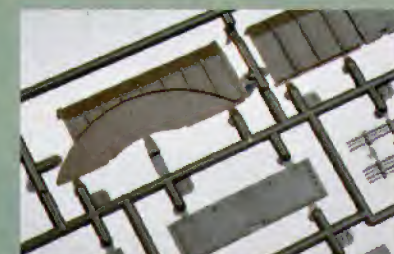
Spring is sprung. The suspension is workable thanks to these metal springs.



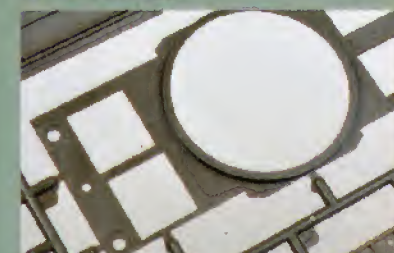
Additional detail is supplied on the photo-etched set.



Black vinyl track lengths are nicely detailed and free of moulding imperfections.



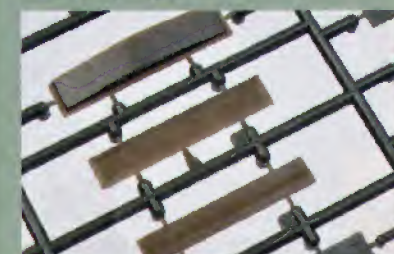
Moulding quality is excellent with crisp raised and recessed surface features.



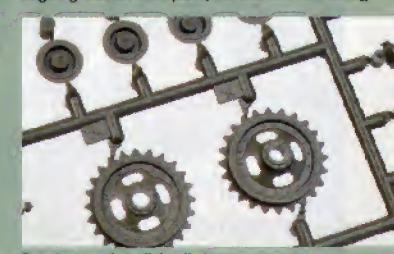
The hull parts are built up from separate panels.



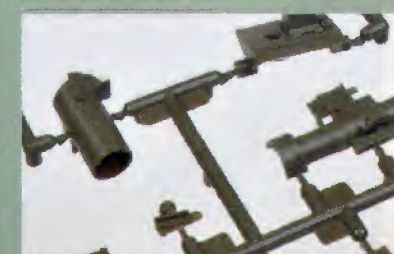
The turret is broken down conventionally, with sides and roof moulded as one part.



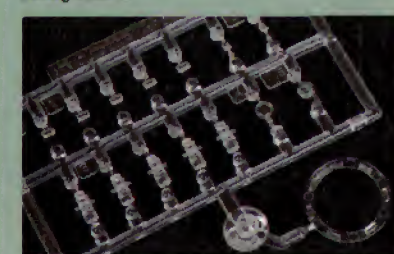
Engine grilles are solid parts, but still look convincing.



Running gear is well detailed.



The dustbin barrel of the 290mm spigot mortar features casting numbers.



Vision blocks and light lenses are included on the clear sprue.





# References - CHURCHILL AVRE MK.III



This AVRE is fitted with the later pattern track, which we have come to associate with Tamiya's Mk.7 Churchill. Note also the rust effect on the exhaust pipes and the oil stains on the suspension components that contrast nicely with the light Dorset dust!

## CHURCHILL AVRE MK.III

Glenn Bowen gets up and personal with some details of the Tank Museum's Churchill Mk.III AVRE - the same version as the AFV Club 1:35 scale kit reviewed on the previous page.

**T**hese photos were all taken of the Churchill AVRE on display at the Tank Museum Bovington in Dorset. The Tank Museum is well worth a visit and is also the perfect excuse to get all the reference you

could possibly need on AFV Club's ever expanding range of Churchills. Here are some detail photographs of Bovington's great looking Churchill Mk. III Armoured Vehicle Royal Engineers. ■



▲ This is the assistant driver's side escape hatch. Of interest here is the texture of the armour and the heavy weld seams around the appliqué armour panels.



▲ To the rear of the assistant driver's escape hatch we can see the remains of the specialist mounting brackets, which can be used to attach all manner of equipment such as the Assault Bridge or carpet laying bobbins.



▲ Detail shot of the idler mounting. Note that the idler wheel actually has rubber tyres on the outsides of the sprocket teeth.



▲ Close up of the Petard launcher. The actual mortar had to be loaded from the outside by hinging up the end of the launcher vertically and the round being inserted from beneath via a modified assistant driver's hatch.



▲ The base of the welded turret on this Mk. III features this unusual cut out in the appliqué armour. Also visible are the tie-downs and the tint holes around the base of the turret ring.



▲ The side mounted air intakes feature a wealth of details, including the lifting eyes, rain covers and the retaining brackets for the deep wading trunking.

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Trumpeter expands its LAV family with their latest variant - the ASLAV-25. Sam Dwyer takes a look in the box.

# TRUE BLUE RECON

The Australian Defence Force conducted a year long evaluation on 15 light armoured vehicles purchased from the United States Marine Corps in 1990. The objective was to find out how wheeled vehicles would handle Australian conditions and what modifications would need to be made.

In 1992, under Phase 2 of ASLAV Program, the ADF acquired 113 of the Australian version of the Canadian manufactured LAV for the Australian Army. The 2nd Cavalry Regiment was fully equipped with the ASLAV by 1997.

Phase 3 of the ASLAV acquisition was approved with the follow-on purchase of 144 vehicles. These new vehicles featured increased levels of local content including the fabrication and assembly of LAV-25 turrets by General Dynamics Land Systems - Australia.

This latest 1:35 scale release from Trumpeter represents a Phase III ASLAV.

Moulded in Trumpeters' customary light grey, the model is flash free, comprising roughly 330 parts on 10 sprues plus upper and lower hull, 9 vinyl tyres, 3 decent sized photo-etched frets and a comprehensive decal sheet with options for 2 vehicles. As with all Trumpeter kits the instructions are clear and easy to read. Trumpeter should be applauded for seeking assistance from their local distributor as well as online

modelling forums to get this kit accurate. They have done a great job for the most part.

## THE KIT

Trumpeter's ASLAV is a bit of a hybrid of Phase II and III vehicles. Once the Phase III program started (2003-2004) and the initial vehicles were sent to units after the upgrade, not all of the Phase III's had all of the external mods. The sight assembly for the commander and the larger camouflage pole stowage rack are two examples of items that were not upgraded in the first Phase IIIs delivered. Some vehicles also did not have spare tyre racks and drivers windscreen box. If you want to do an operational vehicle, you will need to work closely from images of the real thing, there are many combinations of parts that can be used, for example the first, second and third rotations of the Security Detachment (SECDET) in Iraq were completed in Phase II ASLAV's. Subsequent rotations were Phase II upgraded in theatre to Phase III.

The kit builds up very nicely, with few or no gaps. I only found it necessary to sand the mating surfaces on the upper and lower hull halves to ensure a perfect fit. The hull has delicate weld detail on most edges, but these should be sanded off as the hull welds are ground smooth at the factory. Trumpeter includes the delicate continuous tie down on both the turret and hull.

A common feature of all ASLAVs is the tubular steel headlight cluster and prop/rudder guards. Trumpeter includes these in the kit, and they are very fine. I would suggest taking extra care when removing these parts from the sprues.

The wheels in this kit are three piece affairs, hub front and rear, and a vinyl tyre. The detail on the tyres is great. They even feature rippled sidewalls like on the real thing. Trumpeter has included an additional sprue of hubs with the correct depth. Be careful to use the deeper hubs - ASLAV's used the deeper ones!

Built up, this model really captures the heavy rearward sit of the ASLAV. The turret and hull shape look pretty spot on to my Mk.I Eyeball too. The Trumpeter kit features the commonest modifications that are present on most ASLAV's.

Out of the box, Trumpeter's kit builds into a decent representation of an ASLAV. It is certainly vastly superior to the comparatively crude Italeri or Lindberg LAV-25. As with all models though, there are always things you can improve on. In fact, an entire article could be devoted to bringing this kit up to speed. Stay tuned to this Model Military International for an in depth article on detailing the ASLAV in a future issue. Already the aftermarket crowd has additions for this model, but that should not be seen as a reflection on this kit, which is fantastic.

Trumpeter has delivered a faithful rendition of the Phase III ASLAV. With ASLAVs being used extensively overseas, from East Timor, to Iraq and now Afghanistan, this model offers plenty of scope.

Highly Recommended. ■

Thanks to JB Wholesalers for the sample [www.jbwholesalers.com.au](http://www.jbwholesalers.com.au)

The vinyl tyres are excellent, even demonstrating the characteristic rippled sidewalls.



The kit features subtle and crisp surface detail.



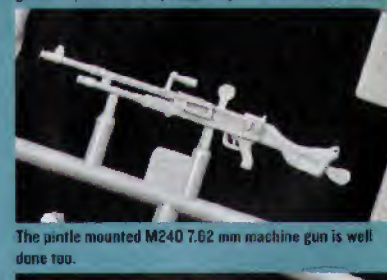
Weld bead and tie-down strip detail on the turret is impressive.



Moulded detail is remarkably fine.



The fluted barrel of the M242 Bushmaster 25 mm chain gun is depicted in two parts, complete with a hollow muzzle.



The pintle mounted M240 7.62 mm machine gun is well done too.



Deep dish wheels are supplied.



Lights are supplied on the clear sprue.

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- AFV Club 1:48 late Tiger I diorama
- Italeri MH-60K Blackhawk
- Dragon 10.5cm armed Stug III
- Step by step guide - Tamiya 1:48 GMC
- GMC reference photos
- Italeri 1:48 Chinook
- Hera 1:48 airbrush
- S&T 120mm US Para
- and more...



## Issue 21

- Dragon Panzer II Ausf.F
- Dragon Panzer II Ausf.A
- Cromwell Nagnachon conversion
- Tamiya Hetzer
- Tamiya MG HMC
- Tamiya Leopard 2A6
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## Issue 22

- Italeri 1:48 RAF Chinook HC.1
- Italeri's LVT-4
- Tamiya's JS-2
- 40mm Bofors Gun Reference
- 1:35 figure of Tiger Ace Michael Wittmann
- Resicast's AOP Bren Carrier conversion
- Dragon's sFH8 Field Howitzer
- Tamiya's 1:48 Stug 250/3 Grel half-track
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## Issue 23

- Part 2 detailing a 1:6 King Tiger
- Painting a Michael Wittmann figure
- Italeri 1:48 RAF Chinook
- Putting an LVT-4 into a watery diorama
- Bofors Gun reference photos
- Resicast AOP Bren Carrier
- Dragon 1:6 Kistenkrad
- Tamiya 1:35 JS-2
- and more...



## Issue 24

- Academy M3 Grant
- Dragon's Initial Tiger I
- Nuremberg Toy Fair Report
- Italeri MH-60K
- Tamiya Hetzer Diorama
- Dragon M4 half track mortar carrier
- ICM Studebaker
- Dragon Grasshopper
- Dragon Porsche King Tiger
- and more...



## Issue 25

- MiniArt 1:35 SU-76
- Azumut 1:35 Morris truck mounted Bofors anti aircraft gun
- Trumpeter 1:44 U.S. Navy LAC
- Trumpeter 1:35 E-25
- Dragon 1:35 UH-1 Huey
- Dragon 1:35 Jagdpanther (early version)
- Trumpeter SAM-8 Afghan diorama
- Fujimi 1:44 Dora Rail Gun
- and more...



## Issue 26

- Academy's legendary MIG
- Dragon Firefly
- AFV Club's Sturmiger
- Italeri's Churchill Bridge/layer conversion
- Dragon's Panther Ausf.G Smart Kit
- Dragon's DK7 Late Tiger I
- Dragon's 2nd Expo release of George Bee's early StuG III G
- Trumpeter's Geschützswagen Tiger
- and more...



## Issue 27

- Dragon Panzer IV F1
- Dragon's Zimmermann's King Tiger
- Tamiya Challenger
- Trumpeter's 1:35 Recovery version of the USMC LAV
- Italeri's latest DUKW
- Plus Models Morris Breakdown truck
- step by step guide to the painting and weathering techniques
- and more...



## Issue 28

- AFV Club's Israeli 'Shor Ka' Centurion
- Dragon 38(U) Ausf.G
- Accurate Armour kits and conversions
- Tamiya JS-2
- Revell 1:35 UNIMOG
- Tamiya's past hull Sherman
- TechGuide - Building crates and boxes
- Record Models 1:6 resin KV-2
- and more...



## Issue 29

- MiniArt T-80
- D-Day diorama
- Triostar Early Brumbar
- Lion Roar detail sets
- Trumpeter H8 T-34/85 diorama
- Trumpeter EIO 'Paper Panzer'
- MAFVA Nationals at the IWM Duxford
- Tamiya 1:48 M20 scout car
- and more...



## Issue 30

- Tasca's M4A1
- AFV Club's 1:48 IFV Nagmachon conversion
- Dragon's Zimmermann's Panther D
- Diorama techniques
- Dragon's small scale releases
- Trumpeter's EIO - Part 2
- War & Peace Show report
- SKP 430 Challenger
- and more...



## Issue 31

- Dragon's Braille scale AAVP1
- Bronco's Corner cruiser tank
- Trumpeter's Air Defence LAV
- Trumpeter's PT-76
- PMS Portugal Exposition report
- Tamiya Opel Blitz
- Jordi Rubio's K113 Adler
- M48A3 'Patton' reference
- and more...



## Issue 32

- Free Tankfest '08 supplement Pt.1
- Cromwell Models PV432 APC
- Bronco's Land Wasser Schlepper Pt.1
- Dragon's Zimmermann's coated panzer
- Bronco's Staghound conversion
- Dragon's Dicker Max
- Overlook museum report
- Dragon 1:6 Kübelwagen
- PV430 M43 Bulldog reference
- and more...



## Issue 33

- Free Tankfest '08 supplement Pt.2
- P-47 Thunderbolt diorama
- West Cornwall model show report
- Revell M48A2G conversion
- Dragon's Sturmhaubitze 42 Ausf. G
- Bronco's Land-Wasser-Schlepper Pt.2
- Resicast T16 carrier and 8 pounder anti-tank gun
- Budget's shtetlshes comparison
- and more...



## Issue 34

- Italeri 1:35 Schnellboot S-100 P1
- Resicast Rolls-Royce armoured car
- AFV Club's Churchill Mk. III
- Dragon Jagdpanther
- Scale Model Factory show report
- Tasca's Direct Vision Sherman II
- Tamiya 1:35 Jagdiger
- IDF BTR-40 reference
- and more...



## Issue 35

- Dragon's Airborne figure set Dio
- Tamiya 1:48 KV-2
- Tamiya re-released Italian M41/40 and M40
- Legend Productions Merkava Mk.III Baz
- HobbyBoss V100 armoured cars
- Italeri S-100 Schnellboot
- Cromwell Models 1:35 Cougar and Hauders 1:40 Krupp Truck
- Academy's MH-53E Sea Dragon
- and more...



## Issue 36

- Dragon's El Alamein Sherman
- Nuremberg Toyfair Report
- Tamiya 1:48 Panzer IV Ausf. J
- Dragon 1:72 Sherman Mk III
- Minart 215 2 57mm anti tank w/crow
- Monoco Perdu church front die
- Italeri 1:35 Staghound AA
- Voyager detailing sets
- Vietnam era PBR river patrol boat ref
- and more...



## Issue 37

- Accurate Armour series III Land Rover
- Tamiya's Chertan Mk. 5 - Mk.IQ Conversion
- Tamiya 1:48 Austin Tilly
- Panther/Panzer IV Hybrid conversion
- Tamiya Jagdiger
- Italeri Crusader Mk. I
- Tamiya 1:48 Marder III
- 1:35 HobbyBoss AAVP-7A1
- Leopard 2A6M reference
- and more...



## Issue 38

- Dragon T-94/76 Mod.(942)
- Triostar Sturmpanzer IV (Early)
- Tamiya Churchill Mk. VII
- Jeff Shaw 1:20mm Falkenschmager
- HobbyBoss late-war Landwasserschlepper
- Dragon's 1:35 'Bison I'
- Academy 1:35 Merkava IV
- 'Dommande' armoured car reference
- and more...



## Issue 39

- Dragon's 1:35 Panther G w/ Zimmerit
- Tamiya's Accurate Armour 1:48 Tillya
- Tamiya Churchill Mk. VII
- Dragon 1:35 scale 15cm Field Gun
- FRONT LINE BAE Systems Panther
- Trumpeter 1:35 railway artillery shell
- Dragon 1:35 'Smart Kit' Stug
- Building a Display Case Part I
- AMPS 2009 show report
- and more...

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# Book Reviews



## A7V MEPHISTO - THE LAST GERMAN FIRST WORLD WAR TANK

GREGORY CZECHURA AND JEFF HOPKINS-WEISE  
QUEENSLAND MUSEUM GUIDE • ISBN 978-0-9805692-0-9

Compared to the enormous amount of WWI reference available, books on WWI vehicles are pretty thin on the ground. This new title published by the Queensland Museum focuses on the German A7V tank and, more specifically, on the example in the museum, 'Mephisto'.

The first thing you will notice is the handy pocket-size style of the book, measuring just 4" x 6". Having said that, the quality of the photo reproduction is incredibly good.

The book is crammed with period black and white photographs accompanying the informative and very readable text, outlining the life story of Mephisto and the history of the Tank in general and of those who fought from within them, during WWI.

Mephisto's journey back to Australia is also very well covered. A detailed chart documenting the names, chassis numbers and eventual fate of all 20 A7V's ever built is also included.

The final chapter is an internal and external 'walkaround' containing 56 captioned photographs and a glossary of sources used.

I really enjoyed this book. Despite the small size, the pictures are excellent and the text is informative and interesting. With the inclusion of the detail photographs, it will make an ideal companion for anyone wanting to model the A7V.

Highly Recommended.

Thanks to Wendy at the Aviation Book Centre for the review sample.  
www.aviationbookcentre.com

9/10 - Darren Thompson.



## DIORAMAS - CONCEPTS, COMPOSITION AND IMPLEMENTATION

JOAQUÍN GARCÍA GÁZQUEZ AND JAVIER REDONDO  
BLACK STAR MODELLING HANDBOOKS - XTREME  
MODELLING PUBLICATIONS

This second volume in the Black Star series focusses on the design and construction of military dioramas.

The idea behind the Black Star series is to provide a concise and affordable guide for the modeller and rather than going into great depth about the building and painting of the various elements and models within the diorama, the authors focus on the initial idea, layout and placement of those elements, to best convey the story to the viewer.

The book is presented in a soft cover, A5 format over 32 pages. For the most part, the left-hand pages consist of brief text, explaining the images printed on the facing, right-hand page. The text is printed in dual English and Spanish, reducing the amount of information within the text. The translation to English isn't quite as smooth as it could be in places, but the points are generally easy to understand.

It has to be said that the models chosen to illustrate the points made by the authors are of the highest standard and anyone who appreciates the Spanish style of painting and diorama building would agree that they are very pleasing to look at. If you are looking for a detailed guide on how to build dioramas, then you'd do better looking elsewhere, but if you are just after some pointers on how to layout your next vignette as well as some delicious eye-candy, then this is a cheap, quick read that should meet your need.

Recommended.

Thanks to Bookworld Wholesale for the review sample.

7.5/10 - Darren Thompson



## PERIODICAL REVIEW: MINITRACKS NO. 8

PUBLISHED IN FRANCE, MINITRACKS IS A SMALL-SCALE MODEL MAGAZINE THAT HAS JUST REDUCED ITS PRODUCTION TO TWO ISSUES PER YEAR.

Minitracks No. 8 is the first of the twice-yearly issues. Apart from a few advertisements in French only, everything is bilingual - headlines, text and captions. With French text on the left and English to the right it is easy to follow from page to page and the translations are almost perfect. As is usual with this magazine, we start off with some history. This issue the subject is the Schneider tank. There are many period photos of the vehicle in question plus several colour profiles to show their colour schemes. This is followed by a build article of a 1/72nd scale Retrokit Schneider CA 1. The author describes the build in easy to follow text including problems he had plus modifications and additions.

These are just the first two of twelve articles on various subjects including dioramas, show reports, manufacturers and, at the end, new products.

There is even 1/72 scale science fiction.

Being a French magazine, you would expect to find a few articles on French subjects but the others are not ignored. British, American, Russian, Japanese and naturally German subjects all get a go, and all periods from WWI right up to the present day. There was even an article in a recent copy of Leonardo De Vipci's creation.

Occasionally, you will find 'How To' articles covering everything from painting diorama buildings to weathering armour.

No matter your level of modelling, if you are into Small Scale Armour, there will be something for you in every issue of Minitracks.

Highly Recommended.

8/10 - Glen Porter



## ELEMENTS IN COMBAT 3 - TIGER I AND VARIANTS

EXTREME MODELLING PUBLICATIONS

Rather than following the first two volumes with their focus on dioramic themes, the topic of this third book is the many models and variants of the Tiger I.

This spined and soft-back book in A4 format comprises 112 pages. With its classy black cover, it is a very well presented production.

Eight different models of the Tiger I and 'Sturmiger' are covered by eight different Spanish modellers using kits from Dragon, AFV Club and Tamiya.

The first chapter presents 12 pages of beautifully painted colour plates, consisting of 20 left-hand side profiles, 4 turret rears and front hulls and 18 s.Pz.Abt and divisional emblems. Whilst each colour plate is of limited use on its own, they do give the reader an idea about the colour scheme. Each plate is accompanied by the original photograph that inspired the artist.

The following eight chapters feature the building, detailing and painting of six Tiger Is, from the Initial Dragon kit, through the Cyber-Hobby Afrika version and early 1:48 scale Skybow offering. Next come three variations of the late Tiger I, two from Dragon and a third from AFV Club. The last two chapters see the Sturmiger kits from Tamiya and AFV Club go head-to-head, with the inclusion of four more colour plates and some useful museum photographs of the surviving examples.

All the models are built and painted to a very high standard, as to be expected from these talented Spanish modellers, with a great deal of aftermarket products and extra detailing included. For anyone who is planning to build themselves a Tiger I, or simply likes admiring the work of others, this latest volume comes highly recommended.

Highly Recommended.

Thanks to Bookworld Wholesale for the sample.

9/10 - Darren Thompson.

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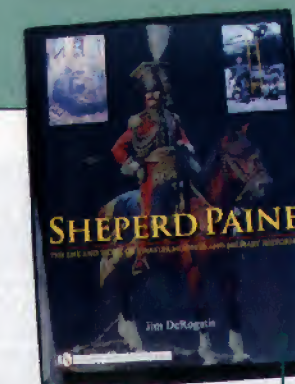
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## SHEPHERD PAINE - THE LIFE AND WORK OF A MASTER MODELLER AND MILITARY HISTORIAN

JIM DEROGATIS • SCHIFFER MILITARY HISTORY • ISBN 978-0-7643-2929-6

There can't be many who haven't heard of, or been greatly influenced by, Shep Paine and his work. He will be familiar to many of us from our very earliest modelling days, whether through his exquisite Napoleonic dioramas using Historex figures or, like me, seeing the amazingly lifelike scenes he created with the Monogram aircraft and armour kits of the day, the full coloured pictures of which were included in the box.

His early books too, 'Modelling Tanks and Military Vehicles', 'Building and Painting Scale Figures' and 'How To Build Dioramas', taught many of us the basics of modelling and certainly encouraged me to strive for more life and realism in my modelling projects. Indeed, they are as relevant today and are still great examples to experienced and novice modellers alike.

This book, then, is not just about the models, although most of the ones you'll remember are there, but also about the man, who he is, and what makes him tick.

The book is written in an interview style and covers all aspects of his early life and modelling career - the large Napoleonic dioramas, the work he did with Monogram and Tamiya, the individual figure studies and the amazingly atmospheric box dioramas.

As you can probably guess, I thoroughly enjoyed this book, all the models I remembered. I had forgotten many and some I had never even seen before!

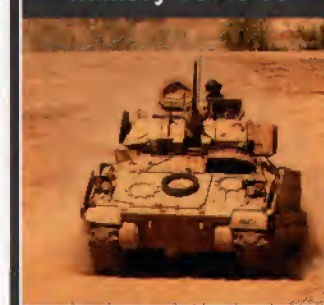
If you like Shep's work, then you'll love this book. Go on, treat yourself!

Highly Recommended.

Thanks to bushwoodbooks.co.uk for the sample.

9/10 - Darren Thompson

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# Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK  
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com  
The views expressed are not necessarily those of the editor or publisher.  
Letters may be edited for publication.

## TECHNIQUE TUTORIALS?

Welcome to the Model Military Magazine - hope you have as much success as Spud did. I have been a subscriber to this magazine [and its sister Tamiya Model Magazine] from Issue 1 and really enjoy every issue. I have been making models on and off for 50 years for my own enjoyment, as I do think that they are at the level of the various shows that I have been to. I live in Sheffield in the north of England and as we do not have a branch of MAFVA, IPMS or any local model groups near, when I read about some of the techniques that your contributors are using, I do not know what they are or how to start to use them. My main passion is WWII armour and dioramas. Would it be possible for you to run a series of short articles to explain: Painting Modulation, Pre & Post Shading, what are the Mig Filters used for? What are Chipped Paint techniques?, how to create rubble in 1/35 scale?

Michael Foster  
UK

## BACK TO THE WORKBENCH

As someone returning to model making after a break of some 30 years could you please run a column in your magazine explaining some of the terms used for modelling and painting and how to achieve a model to be proud of. I expect some of your readers won't be happy to go over things they already know, but how else can you get new people into the hobby if you don't deal with the basics.

Colin Jones,  
Crawley UK

**Ed says:** Hi Michael and Colin, Thanks for the suggestions. As a matter of fact I have a number of Tech Guides lined up to explain many of the very subjects that you are asking about. Stay tuned after the conclusion of Luke Pitt's Acrylic Display Base series. We will also be endeavouring to explain some of these techniques in words and pictures as part of our detailed Feature Articles every month.

## REFERENCE PHOTOS

Welcome to MMI, you have a high standard to maintain, but I'm sure that with your wealth of experience MMI can only go on getting better. I could write a very long letter about all the things I like about MMI and that would get very boring. Instead, I would like to comment about the one thing that I don't like in MMI which is the Reference articles. In the June 2000 issue of MMI, six pages

## MODELLING IN SOUTH AFRICA

What a pleasure it is receiving your magazine every month. Every single article is enjoyed! The models are of the highest standard and it is enjoyable sharing the wonderful hobby and talent with so many modelers. I would like to comment on the oh so many complaints we read here. Please! I live in South Africa down south where, if we want to purchase any product/add on/accessory kit/decal set etc., we need to pay sixteen times more in our currency because the Rand's value is very low against the Pound. This means that if a kit costs R 220.00, the add on is about R 350 - R 700 in price more. Most of the time we cannot afford to buy a new kit, even if it was actually available. Most of the times we need to order it from overseas. Even so, we do not complain. We enjoy what we have and appreciate what we can get. Building models is a luxury and not affordable by most of the people in South Africa. Enjoy what you have. Happy modeling.

David Strauss, South Africa

**Ed says:** Hi David, I am sorry to hear about the dire situation in South Africa in terms of availability and price. Hearing about the circumstances there makes me realise how lucky we are to have such a good selection of kits and accessories. All the best with your modelling projects under your challenging conditions.

(approx 10% of the magazine) was devoted to photos of the M1200 White Knight. This would be of interest to readers thinking of modelling that particular specialist vehicle, but they must only be a minute fraction of the total readership. In fact, I am not sure that a model kit is even available? I am making two models at the moment and by searching for an hour on the Internet I found dozens of high quality photos of both of them. There are thousands of military vehicles that could potentially be modelled, so the chances of me ever using the reference photos in your magazine are very small. I buy MMI because it is a good read when I am in bed or on the bus and the reference photo pages are something that I inevitably flick past with barely a glance. I always have the feeling that those pages could have been a really good in depth modelling article or tutorial that would have kept my interest for 20 minutes.

Am I being cynical, or are the reference photos a quick and easy way to fill the pages of the mag? Having said all that, there are two instances where I feel that reference photos are really helpful. The first is where there is a detailed build of a new kit followed by reference photos of the real thing. There is a good chance that many readers will build such a kit and you will have given them everything they need in one complete package. It is also interesting to compare the model with photos of the real thing. The second instance is where the reference photos are of an effect rather than a particular vehicle. For instance, if there were six pages of photos of rust effects on armoured vehicles (or dust, or mud, or paint chipping, etc) it

would be invaluable as a reference source when making almost any model. Finding examples of rust on armoured vehicles on the Internet is really difficult - what do you search for? Anyway, that is my two pennies worth and I hope you find it useful. Have you thought about doing an Internet survey to find out what other readers most like and dislike about MMI?

Best wishes  
Peter Hall  
Co. Kerry  
Republic of Ireland

**Ed says:** Hi Peter, I agree that the most valuable reference is associated with a model building article. You will note in the last issue that we launched a new feature called "Think Tank". This is a regular research and reference piece that will accompany a model construction article in every issue of the magazine.

We also have "From the Front Line", which will cover equipment deployed in current military service, plus the occasional reference item where it is relevant to a particular model. As for your Internet survey suggestion, to quote the introduction to The Six Million Dollar Man, "we have the technology!"

## FIGURES

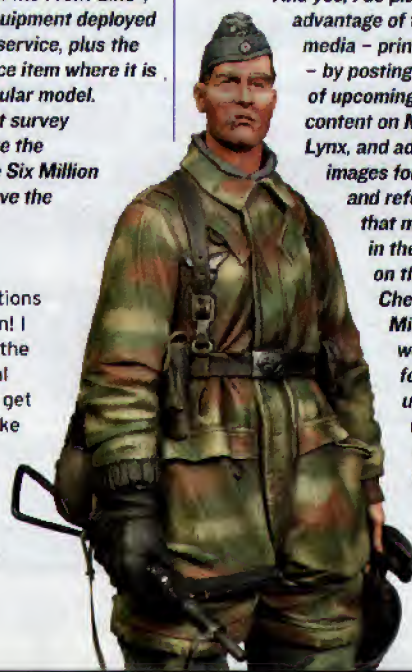
Firstly, congratulations on the new position! I would expect that the already exceptional magazine will only get better once you take the reins. A few questions, if I may: Even though I am not a

figure modeller, will there be a "push" to include more figure work? Similarly, will there be any desire to see subjects (cannons, ironclads) from earlier eras? One other thing that would be great to see is a Tips/Techniques section in which readers would contribute their ideas. I would imagine that there often times much can be learned from a single, captioned photo explaining a weathering technique for example. FineScale Modeler has been doing this for some time and has actually expanded their coverage - they provide a nominal fee to each contributor, which might explain the free flow of ideas! Do you expect to augment the content of the magazine with that of the website? Given the limitations of a print magazine, it would be interesting to use the website as a place to host, for example, additional reference photos that could not be included in the magazine. Thanks in advance for your time and consideration and all the best in this new endeavour.

Vince Pugliese  
Toronto, Ontario, Canada

**Ed says:** Hi Victor, We are fortunate to have some excellent figure modellers as regular contributors to the magazine and we will certainly see more of their work in the future. However, due to the sheer volume of releases in our traditional subject areas (effectively WWI through to the modern era) and the relatively limited space in the magazine, I do not expect that we will see much coverage of subjects from before the 20th Century. As mentioned in an earlier reply we will be continuing our description of tips and techniques in ongoing Tech Guides.

And yes, I do plan to take advantage of the two media - print and web - by posting Previews of upcoming magazine content on Missing-Lynx, and additional images for reviews and references that might not fit in the magazine on the website. Check in on Missing-Lynx website for regular updates [www.missing-lynx.com](http://www.missing-lynx.com)



## RANDOM REFERENCE!

This Matilda has been heavily modified for agricultural use. We have a good view of the characteristic Spud tracks. The suspension access hatches appear to have been removed and replaced with soft metal extensions to the mud chutes.



A sad state for a vehicle that has served so long and so well. The plan form of the Matilda tank is unmistakable. This unusual angle affords an excellent view of the welded turret ring armour.



## SCRAPYARD QUEEN

Steve Mandich from High Planes Models in Australia was driving from his home in country Victoria to Adelaide when he saw a sight he could barely believe. Just short of the Victoria / South Australia state borders is the town of Murrayville. There, in a field, lay strewn a large collection of tank components. Most were from Australian M3 Grants and Matildas, and many bore the signs of having been pressed into agricultural service. Considering this month's obsession, we have included a few photos of rusting Matilda parts. We'll see more of these vehicles in future issues!

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## August 15th

Essex MAFVA is pleased to announce 'Present Arms 2009'. The show will include all military modelling genres and wargames and will be held at Marshalls Park School, Pettits Lane, Romford, Essex, RM1 4EH. Opening times are from 10am-4pm with admission being £2.50 Adults, £1.50 Concessions and £7.00 Family. We also hope for the attendance of military vehicles in the grounds of the school. Refreshments will be available all day.

## August 19th-22th

IPMS USA National Convention Columbus Ohio. See the website for details www.ipmsusa2009.org

## August 23rd

Everyone is invited to the Avon IPMS 20th Show, to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. Doors open 10:00 to 17:00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders contact Kevin Webb on hippo58@blueyonder.co.uk - other Enquiries contact Mike Lumb 0117 931 5600 (eve)

## September 5th

IPMS West Cornwall annual model show at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. Open 10.00 - 16.30. Admission: Adults £1.50, Children £1.

Contact Arthur Johnson (Club Secretary) (01736) 757726 or ipmswestcornwall@hotmail.co.uk

## September 6th

The Aerospace @ Vehicle Club annual Scale Model Show & Competition, plus Junior Make & Take. Kindly Sponsored by Mainly Military Models. Call Phil on 0121 680 3048. At The Community Centre, Church Road, Wombourne (just off A449). 10.00 to 4.00pm. For more information S.A.E. Mr. G Taylor, 57, Edinburgh Ave, Walsall, WS2 0JD. Mr. J Turner, 340 Stourbridge Road, Brierley Hill, DY5 1JA. Or see us at www.ukvillages.co.uk and follow links.

## September 19th

Modelfest 2009 will be held on Saturday 19th September 2009, from 10:00 to 16:00. There will be a wide variety of club and trade stands, tombola and refreshments. The venue is the same as last year (Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ). Admission will be £3.00 adult, concessions £1.50, accompanied children free. www.ipms-farnborough.co.uk

## October 3rd

North Surrey Military Modelling Group are holding their annual show and open competition at the Thomas Wall Centre, Benhill Avenue, Sutton, SM1 4DP. Doors open at 10am and there will be the usual wide

range of traders and club stands. Enquiries to David Grummitt, tel. 07879 605322 or davidgrummitt942@hotmail.com

## October 21st-25th

The IPMS-Hellas Annual Expo - Competition will take place at the Apollo Multi-center in Piraeus (see the map here: <http://www.nomarhiapiraia.gr/Templates/polihoros/7.htm>) The competition will be held in one hall and this year there shall be a separate hall for the trade stands. For more information please visit: [http://www.ipms-hellas.gr/index\\_UK.htm](http://www.ipms-hellas.gr/index_UK.htm) Or contact us at this e-mail: ipms-hellas@windowslive.com

## November 7th

SQUADRON 2009 The Australian Plastic Modellers Association will be hosting "Squadron" on Saturday Nov 7 at the Hornsby RSL Memorial Hall (not the Hornsby RSL but the hall 2 doors up). The venue is almost 2.5 times larger than our previous venue & looks a lot brighter. Squadron is the sister (or brother) show to Battalion. Squadron is the show for ships, aircraft & Sci-fi / Real Space Vehicles.

If you have an upcoming event that you would like featured on this page, please send all details to: editor@modelmilitary.com

## IWM DUXFORD LECTURE DAYS

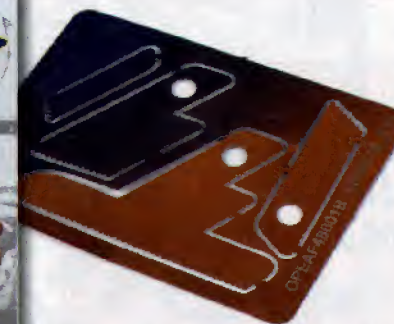
British residents may be interested to attend Lecture Days at the Imperial War Museum Duxford.

On Saturday 22 August, Jack Livesey presents the research for his new book on the VI with The VI - The Men and the Machine. Using the war diary of the 155th Flak Regiment, as well as a large quantity of documents from German, British and American sources, Mr Livesey has closed the door on many myths surrounding the VI.

Mud, Blood and Tommy Atkins, on Saturday 26 September, discusses the evolution of the British Tommy from 1914 through to 1918. It takes an in-depth look at the equipment that the British soldier was issued with during the First World War and how this evolved during the course of the war. This lecture will include a large display of items used throughout this period.

The 2009 series of Lecture Days concludes with Design and Development of the Helmet on Sunday 15 November. Martin Boswell, Curator of Uniforms, Personal Equipment and Flags, traces the history of the protective helmet in military service, from the First World War to the present day.

With only 60 places available for each of these events, early booking is recommended. Ticket prices are £16 (Adults), £12.80 (Seniors and Students), and £9.60 (Disabled). The cost of the Lecture Day includes entry to the Museum. To book a place call IWM Duxford on 01223 835 000.



AFV Club supplies several photo-etched Zimmerit tools to replicate this feature on the new parts.

# MID-SCALE BLOCKBUSTER

AFV Club has added new parts to Skybow's Tiger I to deliver a 1:48 scale Sturmtiger. Luke Pitt takes a look at the mid-scale model of this massive vehicle.

Depending on the reference source consulted, as many as 18 or as few as 10 Sturmtigers were produced. The most eye catching aspect of the vehicle is the huge 38cm rocket projector at the front of the hull. This weapon could lob its rocket from horizontal to a near vertical position with devastating results.

AFV Club's 1:48 scale Sturmtiger is moulded in a medium green plastic over six sprues. Most of the parts are carried over from their Tiger I release from a few years ago, with sprue "F" and the top superstructure being new. The detail and fit of both the old and new parts meet a very high standard. The lower hull is moulded in plastic and has the axles fixed. The road wheels are attached via small screws. This system is not, to my mind as good as the Tamiya approach and is in some ways overly complicated. Nevertheless, once the road wheels are added, the result is an accurate representation of the suspension assembly. The road wheels are very well detailed but have shallow pin marks on one

side and are almost impossible to sand smooth without destroying the detail. The lower hull also includes the scalloped hull flanges on the hull sides, which is a nice touch. The tracks are of the "rubber band" vinyl type and have no holes in the guide horns. These really do not match the level of detail found on the rest of the kit. The Tamiya injected items provided in their kit of the Tiger I are, for the most part, far superior in this regard.

The upper hull is a superb moulding and you would be hard pressed to spot the difference between this and the old Skybow moulding for the rest of the kit. If it wasn't for the moulded on Zimmerit on the original kit, you would not be able to tell the difference at all. The new parts are moulded without Zimmerit, which might be either a good thing or a bad thing depending on your point of view. The challenge here is to match the Zimmerit on the kit to the new moulding. For the first release of this kit, AFV has seen fit to include a set of photo-etched trowels for this very purpose. Given all the delicate detail on the side of the hull this

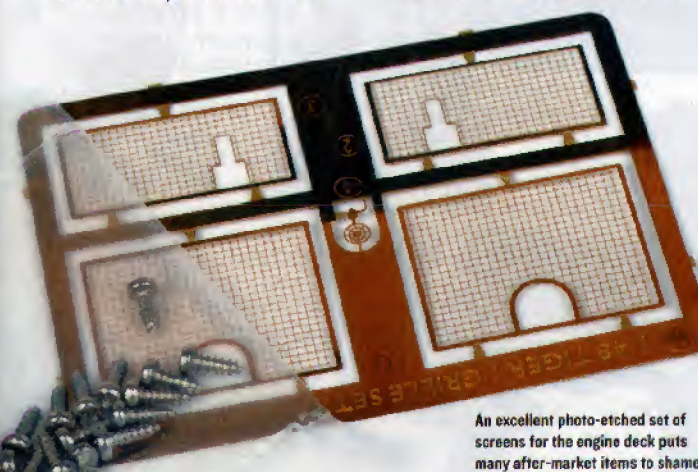
may well prove to be a frustrating experience.

This new moulding includes subtle weld seams and an excellent rolled steel texture as well as the mounting points for the side skirts. All the tools are provided as separate items and are very well done. A new rear engine deck is provided with slightly different details than the equivalent part in the Tiger I kit.

The kit includes a high quality photo-etched fret for the engine screens. This fret would put many aftermarket items to shame. Also included is an optional bow plate with 13 conical shaped nuts that were used on at least one example, although it is not mentioned on the instructions. The rocket tube (or should it be barrel) is well done, with the counterweight moulded as a separate piece. This is a good thing as many of the reference shots have this feature missing. The only item missing from this assembly is the rifling inside the tube.

The instructions are easy to read and well laid out. They cover 12 construction sequences. Two colour schemes are provided, both of which are versions of the German three-tone "ambush" camouflage.

AFV Club's Sturmtiger is a very impressive product with the only real flaw being the tracks. It could be argued that the vinyl tracks make for an easier build, depending on which side of the fence you sit. The only real challenge with this kit will be the application of the Zimmerit to the hull sides as all of the production examples had Zimmerit in evidence. ■



An excellent photo-etched set of screens for the engine deck puts many after-market items to shame.



The superstructure is an all-new moulding, equaling the high quality of the original Tiger release.



The lower hull from the earlier Tiger I features Zimmerit moulded in place.



A few individual track links are offered as spares.



The quality of the soft vinyl tracks does not really match the rest of the kit's very high standards.



The casement and barrel are all new assemblies.



The kit is engineered so that the barrel may be moved after assembly.



Although the suspension arms are simplified, the wheels are superbly done.



On-vehicle equipment looks great too.







## Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

Many of us will have seen models that are presented with a certain amount of finesse and individual style that lifts the overall value and interest. Of course, a model is not judged solely by its presentation, but this is still a very important element. I am old enough to remember one of the first modelling publications, Airfix Magazine. I vividly recall reading an article that debated the value of weathering models. Some were staunchly advocating that a model should be presented in a factory-fresh state, while others were pushing the idea that a model looks more realistic if it is weathered. A few years later, dry brushing was all the rage and, as a result, most of the models on competition tables displayed various degrees of this technique. Pin washes, mapping, post shading and many other weathering practices followed this innovation. It must be remembered that many of these

techniques are, in fact, borrowed from other artistic pursuits and are not necessarily new. What sets some modellers apart is when they are bold enough to incorporate these methods for visual impact.

The Internet can be a great place to examine various painting and weathering techniques. I often visit the Missing-Lynx website ([www.missing-lynx.com](http://www.missing-lynx.com)) to view the "Constructive Comments" and 1:48 scale forums. Modellers are generally a pretty helpful lot and most are very willing to share a technique or method that may help you to attain that certain style that you may be trying to achieve. There is no right or wrong style. It all comes down to what you like. I encourage everyone to experiment with painting and weathering finishes. If you try something new, more often than not you will discover a technique that suits you and as a result you might just find a style all of your own.



### AUSTRALIAN MODEL SHOWS

It is model show season in Australia at the moment, and there have been some impressive 1:48 scale kits on display. A few creative entries may be seen here. The first is a Panther Coelian anti-aircraft tank based on Tamiya's 1:48 scale kit with Verlinden's resin conversion photographed at the Illawarra Scale Model Expo. The model was built by Rod Martin. The KV-1 is another Tamiya kit, this time as part of an inventive diorama entitled "The Great Escape" entered at Canberra's ScaleACT show. Jerry Cashman created this tale of an



absconding swine in the post-war Soviet Union. If you have a photograph of your 1:48 scale kit at a model show, feel free to email it to [editor@modelmilitary.com](mailto:editor@modelmilitary.com)



### MIG PRODUCTIONS

**48194 - FULL TARP FOR GMC 2 1/2 TON TRUCK. £12.00**

**48195 - SOVIET LAMP POST. £6.00** Mig Productions has released a full tarpaulin for the back of Tamiya's 1:48 scale GMC "Jimmy" truck. Mig has pulled off something of a coup here, as this is one of the best resin tarps I have ever seen. The folds on the tarp look just right and the casting is flawless. The box top illustration is a little misleading as it shows the tarp mounted a little high on the bead. The only issues are that the ends of the tarp have no gathering folds, while the sides look a tad "sucked in" for my taste. If you need a tarp for your Tamiya Jimmy, I recommend you buy this one as, quite frankly, I don't think it will be bettered any time soon.

9/10 - Luke Pitt

The next release from Mig is a Soviet Lamp post. This is made up from two well cast resin pieces and a resin assembly jig for the lamp arm itself. The lamp and shade are cast as a single clear resin piece. This is a marvel to behold with no bubbles of any kind. Mig's 1:48 scale Soviet Lamp Post is one of those accessories that will add interest to virtually any set piece you wish to design.

Mig Productions products are available online from their website [www.migproductions.com](http://www.migproductions.com)

10/10 - Luke Pitt



### GASO.LINE

**GAS48069 - CLOSED STEEL GMC "JIMMY" TRUCK CAB. £8.70**  
**GAS48070K - "JIMMY" WINCH AND FRONT BUMPER. £4.01**  
**GAS50386 - US TANKERS. £12.04**

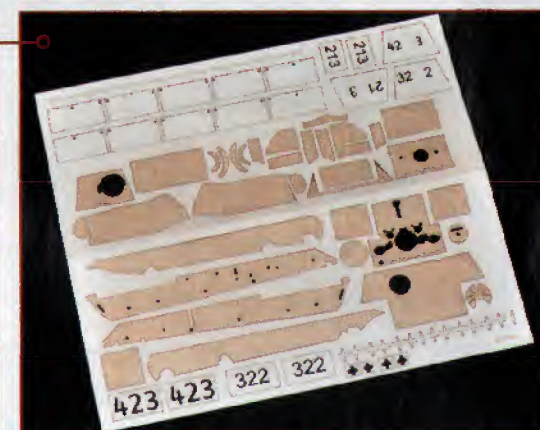
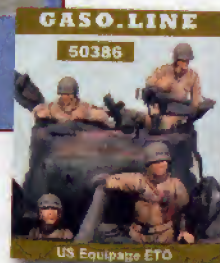
Gasoline specialises in 1:48 scale resin kits, conversions and figure sets. Three recent releases are under review. The first item is a closed steel cab for Tamiya's 1:48 scale GMC "Jimmy" truck. The set comprises five very well cast resin pieces and a small photo etched fret for the wipers.

The resin pieces cover the cab, dash, floor and seats. The important cab shape is captured well and it really looks the part. The second set is a winch and front bumper that, to my eye, always makes the Jimmy look tough. This set supplies five resin pieces, one length of chain, and a length of brass rod. The wire moulded on to the return drum is very well done and is a credit to the master builder.

The last set from Gasoline this month is a set of US Tankers. I would rate these as the best 1:48 scale US Tankers I have ever seen. The moulding is first rate, the fabric folds are spot on and the facial features are very well done. The set consists of one full figure, two three quarter figures and one half figures. Do yourself a favor and purchase these to sample what a resin figure should look like in this scale.

Gasoline products are available online from the Quarter Kit website <http://www.quarter-kit.com>

9/10 - Luke Pitt



### MONROE PERDU DESIGN STUDIOS

**MPD4805 - VERTICAL PATTERN ZIMMERIT FOR TAMIYA PANTHER G. US\$22.00**

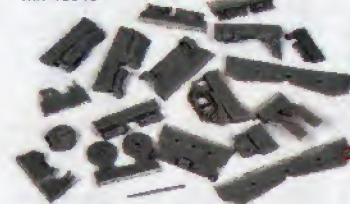
In issue 38 we reviewed Monroe Perdu's 1:35 scale laser-etched paper Zimmerit for Tamiya's Panther G. Now Monroe Perdu has downsized their offering for Tamiya's 1:48 scale Panther. But wait, there's more! Not only are all the Zimmerit panels provided on this compact folded sheet, but we are also treated to a full set of scale-thickness Schurzen, turret number stencils for six vehicles plus Balkenkreuze, track hangers and a tow bracket. In common with the 1:35 scale Zimmerit, this set is crisply etched and the pattern is authentically random. The Zimmerit easily attaches to the primed model with ordinary PVA glue. This will be an easy method to apply convincing Zimmerit to your 1:48 scale Panther.

Available online from Monroe Perdu studios [www.monroeperdu.com](http://www.monroeperdu.com)

9/10 - Brett Green



MR-48043



MR-48043



MR-48044



MR-48045



MR-48045



### MR MODELS

**MR-48043 - CRUSADER MK. I EARLY PRODUCTION CONVERSION. £19.50**  
**MR-48044 - CRUSADER MK.II CLOSE SUPPORT CONVERSION. £16.50**  
**MR-48045 - ROTATRAILER FOR CRUSADER AND VALENTINE TANKS. £17.50**

MR Models from Germany has released three new update and conversion sets for Tamiya's 1:48 scale Crusader family. Casting quality for all three sets is very good. Although some of the casting blocks appear intimidating at first glance, they are actually quite thin and should be quickly dispatched with a razor saw. The first is a comprehensive backdate for Tamiya's Crusader Mk.I to an early production version. This includes a full set of replacement roadwheels with the flat disk covers, short front and rear track guards, different mantlet style, air cleaners, alternate headlights and driver's visors, stowage and more. A turned metal 2 Pdr barrel is also included.

Next from MR is a Close Support conversion for Tamiya's 1:48 scale Crusader Mk.II. This is a smaller and simpler set that comprises a new turned metal 3" howitzer barrel, plus resin parts for a new machine gun turret, upper and lower front armour plate, driver's visor, smaller conversion details and stowage.

Last up is the rather interesting Rotatrailer, which carried extra fuel and ammunition. In fact, the large hollow drum wheels themselves were used to carry fuel too. This trailer was towed by Crusader and Valentine tanks. Not surprisingly, this lethally combustible appendage was jettisoned before the tank joined battle. The Rotatrailer was first used in 1941 during Operation Battleaxe.

This little model is made up from just ten parts so I decided to build it straight away. My Dremel motor tool fitted with a grinder attachment made short work of the casting block on the trailer body, while the other parts were cleaned up with a sharp hobby blade. Basic assembly only took minutes. I drilled out one hole for each tie-down, then cut and bent the hooks from fine copper wire. These were secured in my pre-drilled holes with super glue.

MR Models' 1:48 scale Rotatrailer is a very fast and simple build, and will really personalise your 1:48 scale Tamiya Crusader.

MR Models has also launched a new online shop with full colour photos of their products. This is much more user friendly than their old catalogue page, and purchasing should be more straightforward, especially for English speakers. MR Models products are available online from their website <http://www.mrmodelbau.com>

9/10 - Brett Green

## New 1:48 Website...

Prolific master modeller Luciano Rodriguez has launched a new website dedicated to 1:48 scale modelling. The site features news, galleries and information about the latest press on 1:48 scale models. Check out Lu's new website at [www.onefortyeight.com](http://www.onefortyeight.com)

## Figure News from Dartmoor...

We have also received news that a few new figure sets have been released by Dartmoor. They are 48M.025 WWII British Desert Tankers, 48M.024 WWII German Panzerschreck Team, 48M.023 WWII US MP and British Civilian Policeman. The Panzerschreck team looks very good in the photos, while the MP and Policeman would really go well with the recently released Tamiya Tilly.



US M26(T26E3) Pershing Heavy Tank



## TRUMPETER

### 1:72 US M26 (T26E3) PERSHING HEAVY TANK

Trumpeter's 1:72 scale M26 is based on one piece upper and lower hulls, with a one-piece upper turret.

Engineering is clever but, unlike their recent Abrams, there are a lot of smaller detail parts. Detail is restrained and mostly appropriate for the scale, but I think the headlight guards look massively over scale and not very well done. The same can be said for the turnbuckles for the fenders.

Kit parts are flash free and quite crisp with ejector pins located in out of the way places - well done Trumpeter. The lower hull is moulded as one piece with separate positional suspension arms. The engine deck louvers are really well moulded but the large panel above the radiator should not be integral to the piece between front engine access doors. This is easily fixed with a scribe.

The driver's and all but the commander's hatches are moulded shut. Tracks are vinyl and pliable with good detail on both the outer and inner face. They represent the T81 single pin style of track typical of most of the Zebra Mission T 26E3 that saw service in WWII. These tracks were also seen on vehicles that served in Korea.

M3 and M3A1 gun barrels (as fitted to the later M26A1 and M46) are supplied. These are both single piece moulds and very well done with hollow muzzle brakes.

The markings are in register and options are provided for two vehicles, but a placement guide is not included.

This is a good kit of an important vehicle. It is well detailed and, despite the uninspiring image on the box top, captures the look of the early Pershing well.

Thanks to JB Wholesalers for the sample.

www.jbwholesalers.com.au

7.5/10 - Al Bowie

## UM

### MEDIUM TANK M4A2 (76) HVSS SHERMAN

The M4A2 was one of the most numerous Sherman marks built during WWII but it did not serve with the US Army (although it saw service with the USMC in the Pacific).

In common with several other variants, the M4A2 was up-armed with the 76mm gun in the T23 turret on a late hull.

Rarer on this variant was the HVSS suspension. Only the USSR and Canada (post-war) used this combination in any numbers.

This is UM's third late-hull Sherman and, strangely, it uses the same artwork as their earlier M4A3 (76) kit. The box is packed with 202 parts in dark green plastic plus 41 photo-etched parts, although many of these are not applicable to this variant.

Weld bead detail is entirely absent from the hull. There are also no tools or equipment moulded in place. The engine deck is a separate piece, as is the lower hull rear and rear hull plate. Parts for M4 (late), M4A3 and M4A2 hulls are provided. The lower hull is multi-part. The rear bulkheads have air filters moulded in place. These are not well detailed.

The A2 exhaust is inaccurate, as are a pair of boxes moulded above it that are not on the real vehicle.

The T80 tracks are supplied as link and length. Suspension is well detailed as are the separate pioneer tools.

The turret is the real concern, as it is extremely poor. It is split horizontally in the middle. The turret appears misshapen with vertical sides and by my references it is way too wide and too low. The mantlet is grossly oversized and scales out at nearer 1:60 scale. It does, however, have separate hatches and a passable .50 cal.

Instructions are acceptable with Humbrol paints referenced and logical assembly sequences plus sprue layouts. A jig is provided for forming the headlight guards but this is poorly illustrated.

The marking guide is non-existent with three view illustrations of the vehicle but no decal placement. The colour guide shows US Star placement only. The decals appear generic. These cover French, USMC, Russian and British M4A2 75s

In summary the hull is quite good as you can build an M4, M4A2 or M4A3 late straight from the box, but the A2 exhausts are poor. The HVSS and tracks are very good but the turret is very bad, which spoils what might otherwise have been a nice kit.

Thanks to www.scale-model-kits.com for the sample.

4/10 - Al Bowie

## SMALL SCALE SPOTLIGHT

Here is Martin Vochoc's M2A2 Bradley by Martin Vochoc from the Czech Republic. The model was finished using the resin update set from Black Dog, which has now branched out into small scale. Martin's model is painted with Gunze Sangyo acrylic colours, while weathering was achieved using MIG Productions washes and pigments.



## News

W^D Models will soon be releasing their 1:72 scale resin and white metal Dennis truck, shown here. This kit will include decals and photo-etched details. Forthcoming releases of the Astin armoured car, Vickers Clyno and a horse drawn ambulance are being cast now. Full reviews will be posted in the coming issues of Model Military International.

In the meantime, more photos may be found at the W^D website: [www.wdmodels.com](http://www.wdmodels.com)



In the first instalment I described how to build the basic Perspex box. Although this will keep the dust off your models, it is not very attractive. I like to customise my display cases with timber trim and bases. Here is how I go about it.

# ACRYLIC DISPLAY BASES

Luke Pitt continues his four-part series on building your own acrylic display bases. In Part Two, Luke adds wooden trim to the acrylic box.

PART TWO



▲ This step involves attaching the wood to the acrylic box. I use 7 x 1 mm Occre "Sappelly" wooden strip as it is freely available where I live. You can use any variety of strip. Measure out the strips any way you choose. I have used the "knuckle head" approach here. Our objective is to laminate the lower edge of the box with a wooden strip of wood.



▲ I have gathered all the materials to glue the strip to the acrylic box. The glue I use here is a product called "Weldbond". It is a version of "PVA" white glue only stronger. I use this product to glue all the wooden pieces to the acrylic and for wood onto wood applications. I use an old floor board off cut too, pour the glue on too.





▲ Using an old flat board brush apply the glue to the wooden surface that is being fixed to the acrylic. It is wise to apply a thin coat (as it will dry shiny) and when complete it will appear uniform when viewed from outside the box. Follow up while still wet with a thick coat on the bottom edge (for strength).



▲ If the wood is slightly warped, attach the strip with the aid of some clamps. I picked a packet of six of these in a discount shop for \$2.



◀ Here I have applied the entire lower edge of the wooden trim. It is important that this step is done before anything else, as it will give you the proper dimensions for the lower base.



▲ Wood selection will depend on where you live. The most important thing is to choose a wood that a picture framer would use. The base is just a variation of a picture frame. The profile should be wider on the bottom than it is on the top. I have used Tasmanian Oak because it is freely available where I live.



▲ In this photo I am checking the profile of the wood against the wooden strip I have previously glued to the acrylic box. Note the wooden strip is slightly higher than the ledge on the wood.



▲ The wooden base frame may now be cut. I am using a mitre frame that I purchased many years ago for my house renovations, but any mitre box will do. What we want to do here is cut four pieces of wood with 45 degree joints that will sit snugly around the base of your previously glued wooden strip.



▲ When the base frame pieces are cut, align them with the aid of a set square and glue the pieces together using Weldbond. Clamp with a picture framing device. The frame should be left overnight to dry with a large book placed on top to avoid warpage.



◀ In this photo, the acrylic cover is being tested for fit on the semi-complete wooden base frame.



▲ Any gaps in the 45 degree cuts may be filled with wood putty (or, in this case Milliput) and sanded to shape.



▲ It is now time to cut the wooden strips for the outside of the box. I place the strip on the bottom of the base frame strip and then measure where the strip goes to at the top of the box.



▲ In this photo, the strip of wood has been cut to the correct length. I then cut eight pieces of wood strip exactly, the same length as the first strip.

The next instalment will cover completion of the box and the base.



# Incoming

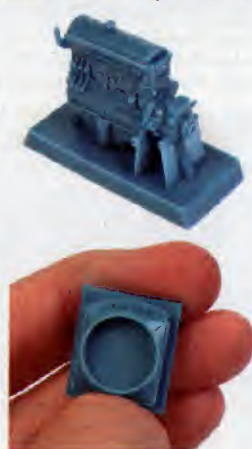


## SKP MODEL 1:35 MAYBACH HL 42 ENGINE SET FOR AFV SD.KFZ. 11 ITEM NO. SKP 056

SKP has released a new engine set for AFV Club's 1:35 scale Sd.Kfz. 11 half track family. 31 parts are supplied in an unusual blue coloured resin. Isn't it strange how we have been conditioned to accept cream or grey as the "normal" colours of resin parts? But I digress. Casting is very nicely done, with no imperfections apparent on my sample. The engine block is supplied as a single part, including the cylinder heads, while smaller details are separate. The engine mount, radiator - detailed front and back - and fan are also supplied in the small but stout cardboard box.

In preparation for assembly, you will need to cut out the solid lower section between the front fenders of AFV Club's kit, and also remove the plastic engine mounts from the front of the chassis. Some experience will be helpful to tackle this minor surgery, but installation should otherwise be quite straightforward.

This update is a great way to add a stack of extra detail to the front of your AFV Club Sd.Kfz. 11. SKP Model products are available online from their website [www.skpmodel.eu](http://www.skpmodel.eu)  
8.5/10



## GRABIT STIX WHO'S AFRAID OF THE CARPET MONSTER?

Don't worry. It is nothing to be ashamed of. I have lost more tiny parts after dropping them from tweezers on to the floor than I can count. The Carpet Monster is well fed at my house. However, this clever new device should help solve this common modelling problem.

Grabit Stix are lengths of white plastic with slightly tacky tips. 15 Stix are attached to a single sprue inside an oversized matchbook. Indeed, at around 6 cm in length, the Stix look like oversized matches. A new stick may be snapped off when required.

Grabit Stix will be perfect for picking up and precisely placing tiny painted or unpainted metal, plastic or other parts. The tackiness is low enough that there should be no problem separating from the tip when the part is placed on the surface.

This will be a much less stressful and more accurate way to set tiny screws and tie-downs too.

I am sure that Grabit Stix will be a regular part of my modelling toolkit from now on, but the Carpet Monster won't be happy...

Grabit Stix are available online from The Modeller's Choice website <http://themodellerschoice.com>  
9/10

## MICRO MESH HANDI FILES

Micro Mesh has added a range of sanding sticks to its range of abrasive products. These are sold under the brand name, Handi-Files. A wide selection is available, with some having pointed ends to help you file all those hard to get at areas. The range includes sanding sticks with grits ranging from quite coarse at 100 grit to very fine at 12,000 grit. Some have a single grade on both sides, while others combine two or four different grits on a single stick.

I have been a long-time fan of Micro Mesh. I am sure that these Micro Mesh sticks will be a useful supplement. Thanks to Little Cars for the samples  
[www.little-cars.co.uk](http://www.little-cars.co.uk)  
9/10



## DECAL STAR 1:35 SD.KFZ. 9 FAMO TILTS AND COVERS. ITEM NOS. D-027, D-028, D-029, D-030

If you would prefer to cover the load or, for that matter, the cab of your big 1:35 scale Sd.Kfz. 9 FAMO, then Decal Star from Japan has just the product for you. In fact, Decal Star is offering four separate accessories for the FAMO. All four are cast perfectly in butterscotch coloured resin. Casting stubs range from minimal to non-existent, so cleanup will be very fast. The drape of the fabric is very pronounced and should look fantastic after careful painting and weathering. Tie down points are cast in place at the bottom edge of the covers.

The four sets are:

### D-027 - FAMO EXTENDED DRIVER'S TILT

The first accessory is an extended tilt to cover the driver's cab section of the FAMO.

### D-028 - FAMO CARGO BAY EXTENDED TILT

This is a two-piece cover for the main cargo tray of the FAMO. The back flap is a separate resin part. Three small windows are cast in place. The top of the back flap is bevelled to permit a solid bond with the main section of the tilt.

### D-029 - FAMO DOOR COVERINGS

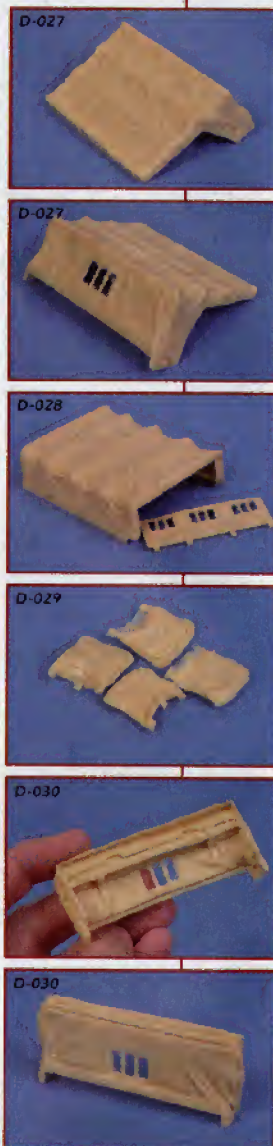
Four small resin covers are included here for the door openings in the FAMO driver's and passengers' sides.

### D-030 - FAMO FOLDED DRIVER'S TILT

This is a simple but very impressive one-piece accessory. The detail of the retracted tilt is beautifully depicted on the front of the part without compromising the casting and authenticity on the rear. Raised straps are on the front and a small rear window is cast in place.

These are all first-rate accessories from Decal Star that will be simple and very noticeable enhancements to your Tamiya 1:35 scale FAMO, whether used individually or collectively.

Thanks to Decal Star for the sample.  
9.5/10



## RB PRODUCTIONS

### 1:32 MARSDEN MATTING / PSP ITEM NO. RB-P32009

RB Productions is best known for its aircraft conversions, figures and tools, but they have now branched out into the diorama accessory world with a new sheet of Marsden Matting / PSP. 18 lengths of PSP are attached to the large photo-etched fret.

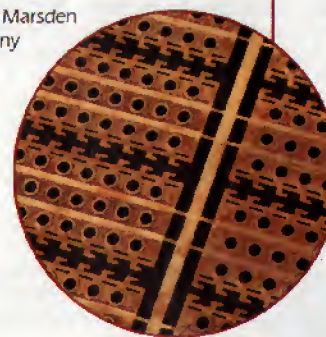
Although each strip is flat, the edges are designed to be folded so that they will interlock just like the real thing. Folding the edges will also improve the rigidity of the photo-etched brass.

Detail is excellent.

RB Productions' 1:32 scale Marsden

Matting / PSP will have many applications in diorama settings and military modelling.

RB Productions products are available online from their website [www.radubstore.com](http://www.radubstore.com)  
8/10 - Brett Green



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# Figures - A round-up of the latest figure sets on release...



## MIG PRODUCTIONS 1:35 REFUELLING RUSSIAN TANKERS PRODUCT CODE 35-312

Mig Productions has released a 1:35 scale set of Russian Tankers in refuelling poses. The figures come packed in the now familiar "clear bubble" style box. Both of the figures are very well cast with no bubbles or flaws apparent. In fact this is one of the hallmarks of all Mig Productions' releases - their resin casting is first rate. Both of the figures are cast as a torso and head with the arms as separate items. The facial details (which can make or break any figure) are very well done and are a credit to the sculptor. The uniform details are crisp as are the fabric folds. The Jerry Cans are done very well and scale out very well. The figures themselves measure out at around 5' 9" or 10" and are acceptable in height and bulk. The box top labels these as Refuelling Russian Tankers WWII but they could be used in any theatre up to the early 1960s if you wanted to.

Mig Productions products are available online from their website [www.migproductions.com](http://www.migproductions.com)

9/10 - Luke Pitt



## NEW WORLD MINIATURES 1:35 LRDG CREW - 2009 AMPS INTERNATIONAL SHOW SPECIAL THE FIGURES WILL BE AVAILABLE AS TWO SEPARATE SETS - NWM-35025 AND NWM-35026

New World Miniatures produced a limited edition, four-figure Long Range Desert Group crew for the recent AMPS 2009 show at Havre de Grace, Maryland. The crew is designed to fit Tamiya's Chevy 30cwt truck, currently commanding high prices on Ebay but soon to be re-released. All four figures are dressed in the typical garb of the Long Range Desert Group - a pragmatic mish-mash of desert uniform, local Arab dress and customised clothing. One of the bearded figures sports the locally acquired Hebron goatskin coat, while two others are wearing the Tropical Jacket originally used in Norway. Headgear is a combination of knitted caps and Arab kalfirs. The four figures are in action poses, all focused on one point in the near distance. The co-driver is rising from his seat, while one of the crew in the back is aiming the machine gun. Casting quality is perfect on my sample, and cleanup will be fast thanks to minimal casting blocks. Assembly is assisted by square-keyed joins for the arms, while the driver's legs are aligned with a locating pin. The poses, drape of the clothing and facial detail are all gorgeous.

Fortunately, owning this LRDG crew will soon no longer be exclusive to AMPS attendees, as New World Miniatures will be releasing the four figures as two separate sets of two figures each.

New World Miniatures' 1:35 scale Long Range Desert Group crew will really bring your Tamiya Chevy 30cwt to life.

New World Miniatures figures are available via email at [sales@newworldminiatures.com](mailto:sales@newworldminiatures.com)

9/10 - Brett Green



## NEW WORLD MINIATURES 1:35 US WOUNDED TANKERS - NWM 35008

New World Miniatures is helping address the relative shortage of Allied figures with several recent releases including this set of two wounded US tank crew. Each figure is made up from five resin parts - a full torso and legs cast as a single part, two arms (one of the figures has his arm in a sling, so the right arm is actually an empty sleeve), head and helmet. One of the tankers is wearing a standard M1 helmet, while the other carries his rubberised fibre tanker's helmet.

Sculpting is first-rate. The features of the faces and the drape of the uniform fabric looks very good indeed. The poses are casual, with one figure consoling the other with a hand on the shoulder. The tankers will be useful for many situations, being suitable for Italy or Northern Europe either associated with an American AFV or perhaps inspecting a knocked-out German vehicle.

The small number of parts and very clean casting will make assembly very straightforward. Locating pins and holes for arms and the heads will also assist alignment.

New World Miniatures' US Army Wounded Tankers will be an attractive addition to your vehicles, vignettes or dioramas.

New World Miniatures figures are available via email at [sales@newworldminiatures.com](mailto:sales@newworldminiatures.com)

9/10 - Brett Green

## ALPINE MINIATURES WW2 US TANK CREW SET - 35053

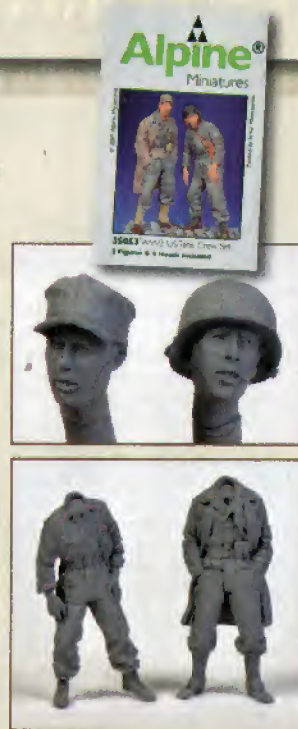
Alpine Miniatures has added a 1:35 scale two-man US Tank Crew set to their growing range.

The figures are both standing, and apparently intently interested in something ahead. Two heads are supplied for each figure, offering the choice of helmets or soft caps.

I have already started assembly of these figures. The heads have been temporarily attached to sprue using super glue to make it easier to hold these small parts while painting the faces. The resin has been primed with a coat of Tamiya Grey Surface Primer. Now entering its fifth year of business, Alpine Miniatures has built a strong reputation for its high quality sculpting and casting. Their US Tank Crew maintains this fine standard.

Alpine Miniatures products may be viewed on their website

9/10 - Brett Green



## JON SMITH MODELLBAU

### 1:15 SCALE MACHINE GUNNER WESTERN FRONT 1917/18

Jon Smith Modellbau is a German company owned by a British proprietor with a focus on Great War figure subjects. Although Jon Smith offers a few 54mm figures, the majority of releases are 1:15 scale, or 120mm.

I first saw this company's products at a recent local model show. In the end I could not resist the "08/15 Machine Gunner Western Front 1917/18".

The box art is a montage of the kit contents, painted and weathered to perfection.

The figure depicts a machine gunner stationed in a support trench during the winter of 1917/18. The gunner is relaxed and casual, as might be expected as he is based on a wartime photograph. He wears a Field Cap and is warming his hands in his great coat. Sculpting and casting are perfect, and the facial expression is warm and realistic. Fabric textures are especially convincing. Assembly will be straightforward, as the parts are cast with keyed locating stubs and holes. The entire figure is broken down into just four main parts - body, head and two boots.

The inclusion of a three-piece plaster section of trench transforms this set into an instant vignette. The scene is further enhanced with a myriad of weapons, ammunition and equipment, including the 08/15 machine gun and bipod. These are all produced to the same high standard as the figure, although the plaster on the trench sections may need a little trimming here and there to ensure a gap-free fit.

This figure is also available in a larger diorama set that includes a larger section of trench and a second figure.

Jon Smith Modellbau's 08/15 Machine Gunner is a stunning piece of work.

Jon Smith Modellbau products are available online from their website [www.jonsmith-modellbau.com](http://www.jonsmith-modellbau.com)

9.5/10 - Brett Green



www.miniart-models.com

PLASTIC MODEL KITS  
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1:35

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## BRITISH TANK CREW



1:35

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1:35

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## Next Issue On sale August 6th 2009



### Matilda Mudhen

The Editor paints and weathers his  
converted and updated 1973-vintage  
1:35 scale Matilda Frog.



### Last Roll of the Dice

Anthony Sheedy builds Tamiya's new  
1:35 scale kit as a Jagdtiger '233' of  
Schwere Panzer Abt.653.



### Bantam BRC-40

Robert Notman brings us a fascinating Think Tank  
reference piece on the Jeep that might have been,  
while the Editor builds Mini-Art's 1:35 scale Bantam.

### It's a Knockout!

Frank Helmeling superdetails  
Trumpeter's big 1:16 scale  
T-34/85 in a disabled and  
abandoned state.



### FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners  
and cleaning agents, always ventilate your work area thoroughly  
and wear a face mask.

When using power tools, side cutters or any tool that can suddenly  
break or create high-speed airborne particles, wear approved eye  
protectors with hard, clear lenses. Please always model in safety!



...and much more!

## Model MILITARY INTERNATIONAL

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# The Last Post...

## TALES FROM THE CRYPT

I was talking to a friend the other day about Tamiya's 1:35 scale Marder III Ausf. M. "Oh", he said, "that is one of their older kits".

Really? This kit was released eight years ago. Does that make it an old kit?

Perhaps it is old in terms of the technological change that we have seen over this last decade. Photo-etched grilles are almost expected in armour kits today, and many models provide a comprehensive array of multi-media parts such as turned metal barrels, chains and more. Individual track links or, at least, link and length tracks have largely superseded the rubber-band tracks of yore. Injection moulding technology has made leaps and bounds over this period too.

"Slide moulding" means that we are seeing remarkable detail on all surfaces of parts that simply would not have been possible eight years ago. Slide moulding has also permitted hitherto impossible details such as hollowed-out machine gun barrels and track guide horns straight from the box.

Despite these undoubtedly amazing and welcome developments, we can still have fun with older kits. The conversation about the Marder got me thinking about some of my earlier builds in the cabinet. Resin and photo-etched detail sets were still relatively rare

when many of these projects were undertaken in the 1990s. Modellers used whatever materials were at hand to upgrade their kits.

### KITBASHING TIME

I pulled out a 1:35 scale Centaur IV that I had built in 1997. This was just after Tamiya released their Cromwell - a genuine revelation at the time - but before the Centaur had been announced. I already had the old Accurate Armour Centaur in my collection, so I decided to kitbash Accurate Armour's unique



resin Close

Support parts in with Tamiya's basic plastic parts to take advantage of the best of both kits.

Accurate Armour's resin road wheels were adapted to the Tamiya kit, and the resin track lengths were heated with a hairdryer to obtain the appropriate drape along the top run. Rudimentary bulkheads, a seat and controls were added from plastic card and brass

### The Editor contemplates "old" kits.

rod to the lower hull so that some detail would be visible through the open hatches.

New false interior sidewalls for Tamiya's turret were cut from thin plasticard with the aid of "the Chopper". Detail was added to the sidewalls before they were installed in the turret. The prominent interior bolts for the appliqué armour were produced from Waldron's Punch and Die set. A Thompson gun, a Bren gun, various stowage pouches, a bottle and a radio set were sourced from the spares' box. All other

details (including episcopes, bomb thrower, seats and various boxes) were fabricated from plastic card, plastic strip, lead foil, fuse wire and brass shim.

A floor for the turret basket was cut from plasticard with the aid of an Olfa Circle Cutter. This floor was suspended from the turret base by four lengths of brass shim.

War-time photos show these vehicles stacked with exterior stowage, and I wanted to experiment with a new method for the camouflage nets. I started with a thin sheet of Milliput, and then covered it with Verlinden netting. I rolled this combination into the approximate size and shape required before moulding it to the rear hull. For the Hessian strip net, "Likeskin" medical tape was cut into thin strips then stuck

onto a second rolled sheet of Milliput. The stowage on the other side of the rear deck was covered with lead foil.

Hatches, guns and other areas of the tank were covered with a sealant for their journey across the English Channel to the beaches of Normandy. When the sealant was removed, some residue remained, and areas of the camouflage paint were also damaged. These distinctive patterns were replicated according to reference photos using acrylic paints and a fine brush.

Even after 12 years, it is satisfying to dust off this model and recall the work that went into the project. It would have been much easier to wait a year until Tamiya eventually released their Centaur, but I had fun kitbashing the resin and plastic parts as well as adding my own scratch built components.

### OLDER KITS TODAY

So what about our "old" Tamiya Marder III? At the end of the day, the age of a model is only one factor. A ten-year-old model might offer as many interesting challenges and deliver as attractive a result as a brand new kit from 2009. You will have seen an example in this very issue of MMI. Having built Tamiya's 1973 and 2009 Matildas almost side-by-side, I can honestly say that I had a blast building both. Now, ask me which is the better kit and that is another matter entirely! ■

Brett



The distinctive pattern around the mantlet was caused by the removal of sealant. This effect was achieved with Tamiya acrylics and a paint brush. The driver's head is from Ultracast.

A 1:35 Centaur IV, kitbashed in 1997 by combining Tamiya's Cromwell with parts from Accurate Armour's resin kit. By many definitions, this is an older kit, but it still offers plenty of potential for modelling enjoyment.

1:35 '39-'45 SERIES

# Pz.Kpfw.IV Ausf.H Late Production

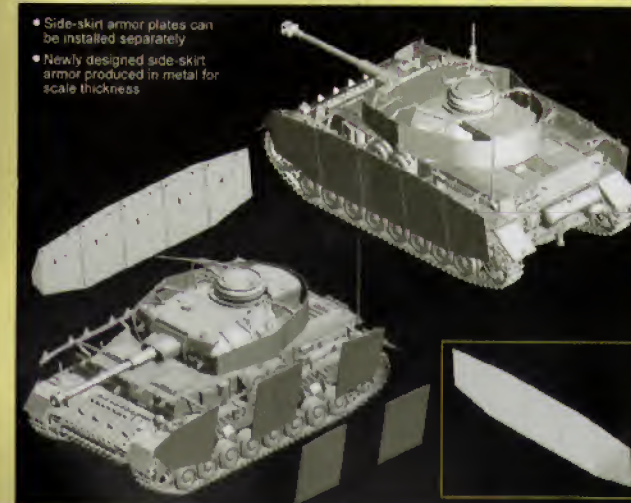
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Engineered for modelling enjoyment

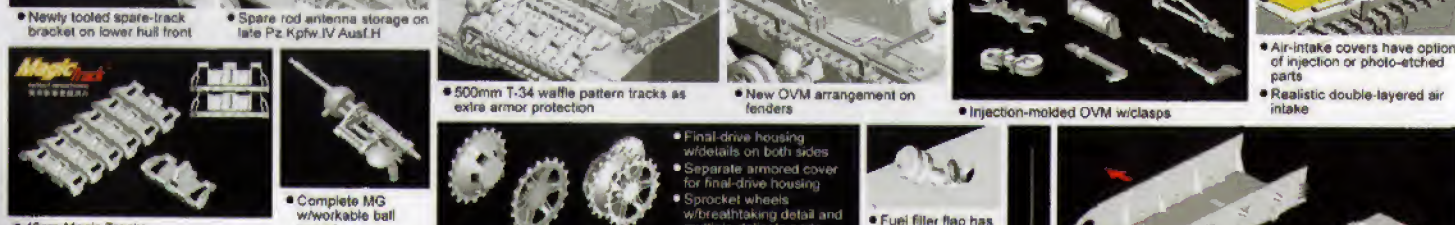
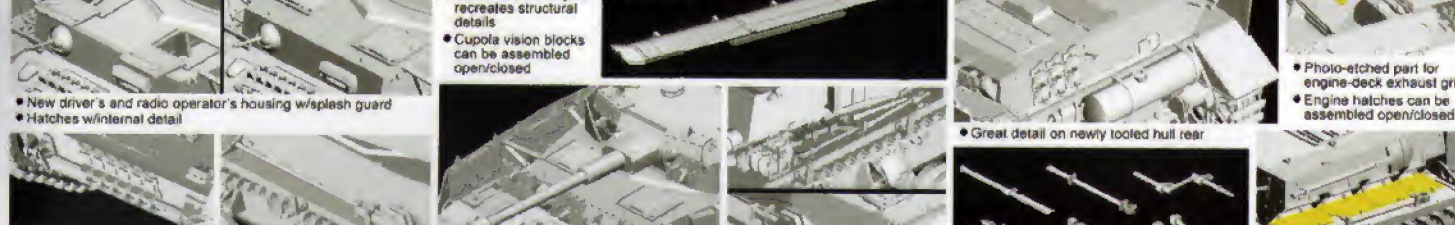
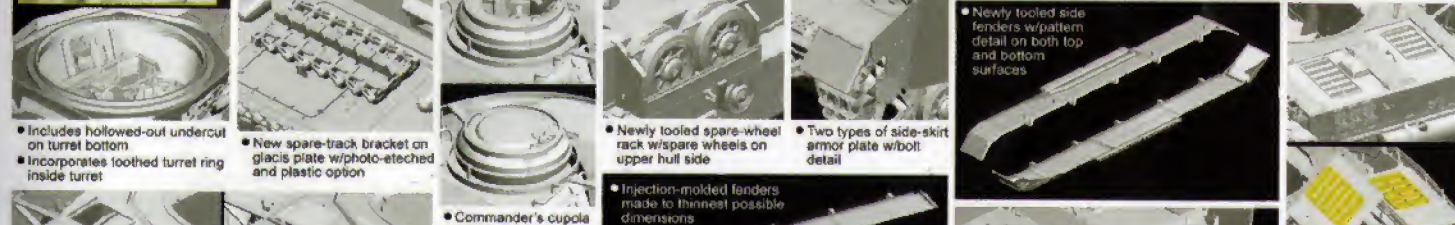
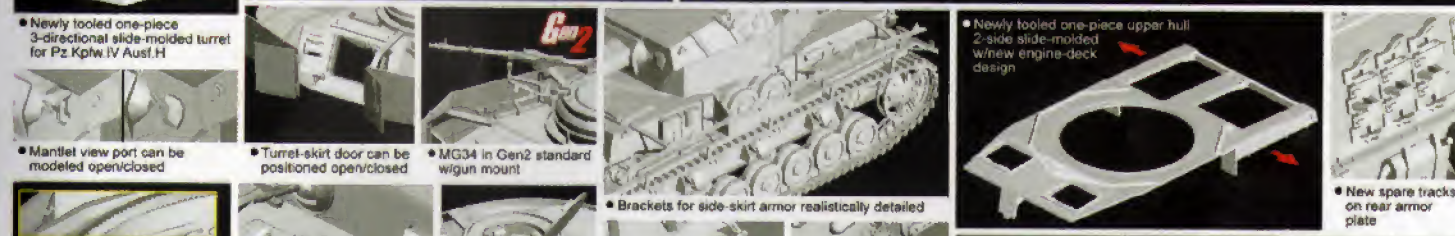
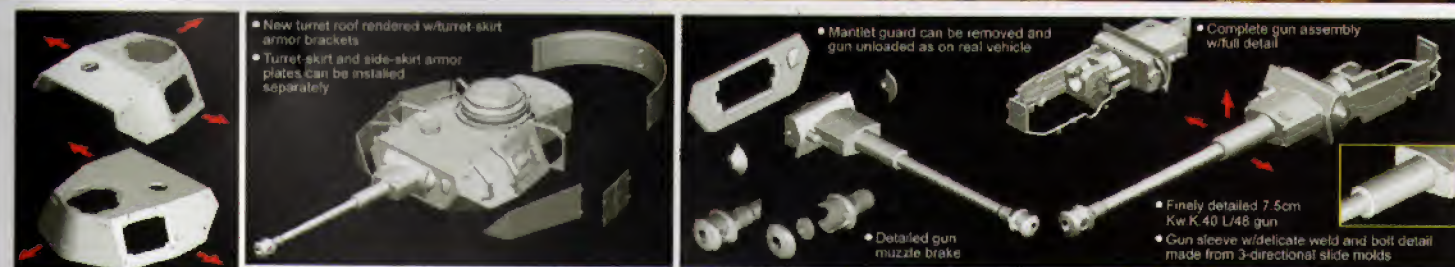
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German Tiger I Early Production  
(Item 35216)

Citroën Traction 11CV Staff Car (Item 35301)

Manufactured under license from Automobiles Citroën

# Lady Luxury

1/35 Scale Military Miniature Series Citroën Traction 11CV Staff Car Item 35301

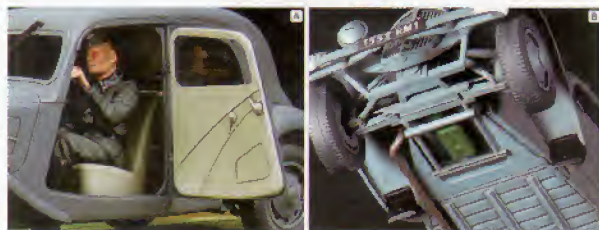
Used by both French and German armies, the luxurious and gracefully designed Citroën 11CV has been added to Tamiya's 1/35 scale Military Miniature Series. The elegant form of the 11CV's body and delicate lines of its fenders are faithfully rendered thanks to a thorough study of an actual vehicle. Also included are decals for a French civilian car, a French army car, and 2 German army cars (4 types of markings total). The Wehrmacht 11CV featured an overall German Gray color scheme whereas French civilian cars can be finished in a variety of original glossy paint schemes. Thanks to its excellent performance, the 11CV could be seen throughout the European front and as far away as Russia and North Africa. Add a breath of fresh air to your diorama with this elegant lady.

Length: 125mm



Door and hood handles are depicted with separate parts for a sharp finish.

Wheels and tires also feature fine details.



■ By choosing to assemble the front doors in open position, you can see both the detailed interior and driver. ■ The chassis underside, including the mud flaps and front suspension, is rich in detail.

## Expand Your French Diorama

Included in the set are decals to enable depiction of either an Olive Green French army car or civilian car. You can now expand your French dioramas by combining the Citroën with other French military vehicles such as the B1 bis (Item 35282).



## 1/35 German 3.7cm FLAK37 Anti-Aircraft Gun w/Crew

The 3.7cm FLAK37 anti-aircraft gun defended airspace against low-flying Allied fighter-bombers. Set includes 5 figures to allow diorama creation straight from the box.

(Item 35302)



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